

VIA MARSEILLES]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAIL.

VOL. XIX.—No. 719.]

London, Monday, June 11, 1877.

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Latest Advices.

PORTS	OUTWARD.		HOMeward.
	From London.	Arrived out.	Received June 9.
JAPAN—Yokohama	Mar. 3	Apr. 18	Apr. 23*
Yedo	Feb. 23	" 18	" 19*
Osaka and Hiogo			" 14
Hakodate			" 9
Nagasaki			" 15
CHINA—Peking			" 16
Tien-tsin			Mar. 28
Chefoo			Apr. 18
New-chwang			" 18
Hankow			" 18
Kin-kiang			" 18
Chin-kiang			" 18
Shanghai	Mar. 2	" 15	" 22
Ningpo			" 21
Foochow			" 22
Fornosa			" 24
Moy			" 25
Sutow			" 26
Hong Kong	" 16	" 22	" 28
Canton			" 28
Macao			" 27
PHILIPPINES—Manila	" 2	" 11	" 18
COCHIN-CHINA—Saigon			May 3
SIAM—Bangkok			" 1
BORNEO—Labuan			Apr. 17
Sarawak			" 27
JAVA—Batavia			May 3
Samarang			" 1
Sourabaya			—
MALACCA STRAITS—Singapore	Apr. 6	May 5	" 6
Penang	Mar. 30	Apr. 27	Apr. 30
CEYLON—Galle	Apr. 20	May 13	May 14
Colombo			" 12

* Via San Francisco.

THE MAILS, &c.

The French mail, with the advices dated as above, from China and the Straits Settlements, reached London, via Marseilles, on Saturday, two days early. There are no later Japan advices than those received per Pacific Mail Company's steamer *City of Tokio*, via San Francisco, on the 4th inst., and published in our last issue. The next inward (P. and O.) mail, which will bring advices from Yokohama 26th, Shanghai 29th April, Hong Kong 5th, Singapore 13th May, is due, via Brindisi, on Monday next, the 18th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ironsaddy*, arrived June 7.—List not to hand.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nepaul*, from Southampton, May 31.—To Yokohama: Mr. E. W. Rayment. To Hong Kong: Lieut. H. C. Horrocks. To Colombo: Mr. J. McD. Gallwey.

Per P. and O. steamer *Pera*, from Venice, June 8.—To Hong Kong: Mr. R. Wilson. From Brindisi, June 11.—To Shanghai: Mr. C. W. Holliday.

Per P. and O. steamer *Hindostan*, from Southampton, June 7.—To Shanghai: Mrs. Oppenheim.

Per P. and O. steamer *Malwa*, from Southampton, June 14.—To Singapore: Mr. Musum. To Ceylon: Comy. C. W. Pearce, Mrs. Pennington, Miss Drury.

Per Messageries Maritimes steamer *Djennak*, from Marseilles, June 17.—To Yokohama: Messrs. E. Jacob and Dousdebès. To Singapore: Mr. and Mrs. Barther.

To Colombo: Messrs. A. White, W. L. Bennett, E. Weis, and R. H. Godfrey.

Per Messageries Maritimes steamer *Ironsaddy*, from Marseilles, July 1.—To Colombo: Messrs. H. S. Saunders and A. H. Baillie.

Per Messageries Maritimes steamer *Tigre*, from Marseilles, July 15.—To Batavia: Mr. A. P. Cameron.

Per steamer *Gloway*, from London, June 9.—To Singapore: Mrs. Bloomfield Douglas, Miss Helen Douglas, Miss Mary Douglas, Mrs. Robertson, Mr. James Bruce, Mr. Stewart Bruce, Miss Elizabeth Bruce. To Hong Kong: Mr. Davis. To Shanghai: Mr. H. Black.

Summary of News from the Far East.

Affairs with reference to the opening of the new ports in China appear to be progressing quietly and satisfactorily. Letters from Wuhu, dated the 16th April, stated that a proclamation had been posted expressing strong satisfaction at the advent of foreigners to the port. Up to that time, however, not a single foreign merchant had ventured upon opening an establishment there. The United States steamer *Monocacy* has been up to Ichang, where the Commander and the United States Consul were received courteously by the officials, who offered their congratulations, and appeared to be actuated by very friendly feelings. Another satisfactory evidence of some tendency to advance has been given at Shanghai. For some time past there has been considerable speculation there with reference to the action likely to be taken by the Chinese authorities regarding the Woosung Railway. The engagements of the foreign *employés* were about to expire, and it was feared that at their expiration the railway itself might have been allowed to fall into disuse. The agreements have, however, been renewed for eighteen months, from which it is clear that the Chinese officials, in whose hands the control of the railway now is, are willing that it should continue open. This is the more satisfactory, as it does not appear that anything in the form of pressure has been resorted to to induce them to take this step, which has in fact been entirely of their own motion. The prospectus of the Chinese Insurance Company, which has been for some time past spoken of, has been issued; and a translation of the prospectus of the China Steam Navigation Company is published. Both documents are interesting, and afford a curious insight into the ideas of the Chinese both with respect to special business concerned and the nature and object of joint, stock association. A report had gained some currency to the effect that the starving Chinese had threatened to murder one of the Missionary gentlemen who had proceeded into the interior in order to aid them; but it was apparently a mere unconfirmed rumour when the mail left. The distress is still very appalling, and efforts both in China and in neighbouring places to aid the sufferers continued to be made with commendable energy. The "mourning" for the late Emperor is approaching its conclusion. A decree in the *Peking Gazette* of March 29 remarks that the customary three years have nearly elapsed; and that the time will soon arrive when the ceremonials of rejoicing should be entered on. But, the present Emperor being still of tender years, there are forms which it is impossible to carry into effect; and several of these will accordingly be dispensed with, while others will be observed in conformity with precedent.

In Hong Kong, H.E. Mr. Hennessy, the new Governor, has been installed. The cotton dealers' strike was said to be subsiding, but it was not at an end when the mail left. The case of *Lembke v. the Oriental Bank* is to be appealed to the Privy Council. Another armed attack has been made on Captain Sand's slip.

From the Straits Settlements, the Philippine Islands, and Java our Budget of news is but meagre. Cholera, occasioned by the drought and consequent scarcity of water, continues prevalent at Singapore. Two native seamen have been accidentally poisoned on board the steamer *Edinburgh*. A Commission has been appointed to arrange for the representation of the Straits Settlements at the Paris Exhibition. Captain A. R. Ord has been appointed to act as Postmaster-General. A balloon ascent has been successfully carried out at Batavia by an American aeronaut. Trade at Batavia was very dull. The schooner *Willard G. Patton* has been destroyed by fire. From Manila it is announced that brigandage has become rife in Luzon. The tobacco crop in some of the provinces was likely to be somewhat deficient, owing to drought.

CHINA.

PEKING.

The *Daily News* Correspondent writes under date of April 9th that the excitement with reference to the tail-cutting had nearly subsided, the firing of multitudes of crackers having proved efficacious as usual in driving away both sleep and public alarm. It was reported that the Empress Dowager expressly gave orders to relax the prohibition against the firing of crackers and petards, which had been in force for the last two years as part of the "national mourning;" H.M. observing that the prevalence of evil influences might be attributed to the long continued abstinence from this practice; and H.M.'s wisdom has been amply justified by the result.

There is a memorial in the *Peking Gazette* from the General commanding in the province of Kwangsi, that would afford a Meadows Taylor material for a novel. Born to poverty, on the seaboard, he borrowed a few Tls., in 1851, with a view to a little trading in the interior; but, instead, he got caught by the rebels, and was robbed of everything. Escaping after a fortnight's detention, he volunteered into the nearest Imperial force; and after fighting in many provinces, has reached his present position. But what was his astonishment, on receiving a copy of the official record of the suppression of the Taiping Rebellion, to find himself described as a rebel leader who had surrendered with his followers. He indignantly protests against such a disgrace being brought upon the spotless reputation of his ancestry, and, knowing that the printed record cannot be changed, suggests that the blunder be rectified by the falsification of a character in his name.—The "Properties," however, forbid compliance with his request, and he is told to rest and be thankful for the rewards he has earned. The memorialist has long been regarded with affection and honoured with distinguished rewards; the real facts are on record elsewhere; but "The archives of the rebellion were issued with the approval of the late Emperor, and it is out of the question that any alteration of the text should be hazarded."

TIENTSIN.

The *North China Herald* correspondent writes as follows, under date April 14:—

"A chapter of accidents," "it never rains but it pours," and other trite sayings, if we know any, of similar import, chase each other through one's mind, when one hears a series of accidents, or disasters, all at once, or occurring about the same time. Probably something like this passed through the minds of most of us on Tuesday last as the news of three unfortunate occurrences became known.

While training on the race course, preparatory to the spring races, the griffin which Mr. W. C. C. Anderson had just mounted, "bucked," lifting him some distance in the air, and sprang from under him. The result of the fall was a broken leg—a "clean" fracture however. Fortunately for the unfortunate rider, Dr. Frazer was on the ground, and the leg was at once set, and is doing well.

The *Yung-ching* in going down the river on her last trip collided with a junk, but I have been unable to learn any particulars. Will the facts become known and damage be paid in cases demanding it, by the steamers of this Company?

The other disaster is the total loss of the *Serpent* on the Shallatine Islands, with all her cargo, which consisted of ice. She had but just left Tientsin for Nagasaki. Shortly after clearing the bar, a dense fog settled down. The crew were coming up from breakfast to tack ship, the captain thinking they must be nearing the banks. A short time previous, the lead had shown ten fathoms. A slight scraping, and then, with the current and a stiff breeze blowing, she was hard aground. As her pumps bring up sand and shells, there is little doubt of her bottom being stove in. She is considered to be a total wreck. A tug-boat went out to save anything that was salvable. This reminds one anew of the lighthouse promised so many years ago. Is no one responsible for this?

There have been one or two hot days experienced of late, with changeable weather. A good deal of typhus and throat

complaints prevail amongst the Chinese. The Hoppo of Canton and suite were to leave in the *Paultah* on the 15th. The Hoppo chartered her for \$5,000. He sent word to Captain Patterson that he had heard six P.M. was a favourable time to start, and asked him to move the vessel a short distance on the way. To oblige him, she was dropped down about her own length.

CHEFOO.

The following extracts from a letter from Mr. Nevius describe the measures which he is taking for the relief of the sufferers in the district in which he is operating:—

"I have already enrolled over 20,000 names, from about seventy villages, and applications for aid from other villages are coming in so fast that it is with difficulty we can attend to them. They are so urgent that I cannot refuse them so long as I have hope of more funds. With the additional grant just received I shall increase my list to 50,000. To supply them the money on hand will last twenty-five days. Please let me know as soon as possible about what I may expect in the future, that I may know how to form my plans. I infer from Mr. Richard's letter that he has use for all the money he has on hand, in the vicinity of Ching-chin-foo, and that I am to look for further supplies to special grants sent to me personally."

"The tales of suffering which I hear every day are almost more than I can bear. Yesterday, coming back from a tour about thirty li from here, I met with two families on the road who had but just deserted their homes in the morning. Their only plan was to travel east, sell two girls they had with them, and then try to support life by begging. They said—'If we cannot beg enough to eat, we may as well starve abroad as at home.' When I promised them our daily allowance of 10 cash each, and to send men to the village to enrol the names of those who are left, they were delighted, and immediately returned home. There is a great deal of sickness in this region."

The *Celestial Empire* has the following:—A report reaches us from Chefoo that some of the starving Chinese in the interior have, in desperation, we suppose, turned upon the missionaries and attempted to murder one of them. We sincerely hope the rumour is a mistaken one. Business is getting a little more lively here now, writes a correspondent at that port. The weather is delightful, even rather too hot in the sun. The Taoutai's new yamen is finished, and a very handsome building it is. The United States Minister and Mrs. Seward passed up on the 13th en route for Peking, and the gunboat *Lapwing*, Captain Sir William Wiseman, arrived on the same day from Nagasaki, bound for Tientsin.

ICHANG.

A correspondent of the *North China Daily News* writes:—

On Thursday, the 15th March, the U.S.S. *Monocacy*, Commander Fyffe, left Hankow, having on board General Shepard, United States Consul for Hankow, Kiukiang, and Ichang, accompanied by Nelson E. Bryant, and F. H. B. Jenkins, acting as Interpreter, for the purpose of opening the port.

Nothing of importance occurred until the northern end of Sunday Island was reached, where only eight feet of water could be found; anchored and communicated with H.B.M. gunboat *Kestrel*, which was on shore about two miles further up the river. They advised a trial of the channel on the other side of the island, which was done, but without finding sufficient water to cross. After waiting eight days, the *Monocacy* returned to the old channel, and got over on the 28th ult., and arrived at the Sha-Saze on the next day, coaled and proceeded to Ichang, arriving on Sunday, April 1, just in time to see the Custom-house opened, which took place at 11.30 that day.

Monday, 2nd.—The General paid an official visit to the Taoutai, inside the city. On the following day, the Taoutai, Prefect, and Hsien returned the visit on board the *Monocacy*. On the 5th, General Shepard, accompanied by Messrs. Bryant, Jenkins, Commander Fyffe, and nine officers of the *Monocacy* landed and proceeded to the house prepared by the Taoutai for them, in front of which a flag-staff had been erected. After receiving the congratulations of the Taoutai and local officials, General Shepard presented Nelson E. Bryant to them, as acting U.S. Consular Agent for that port; all then proceeded to the flag-staff and the flag was hoisted, the amateur band of the *Monocacy* playing the "Star Spangled Banner," and a salute was fired from the steamer. The officials then went on board and partook of refreshments. Everything went off quietly.

General Shepard, accompanied by Mr. Jenkins, left Ichang on the 6th April, in a native boat, escorted by a Chinese gunboat, arriving in Hankow on the 14th.

SHANGHAI.

The present mail brings advices from this port to the 22nd April; the P. and O. mail from London March 2 was received on the 15th April.

The present mail brings very little news of more than local importance from the above port, the matter attracting most attention being apparently the departure of the steamers with the new season's teas. The *Daily News*, referring to this subject,

says that the "tea race" this year promised to be the quickest and most keenly contested one ever known. The two favourites of the winning line of steamers for the last three years—*Glenartney* and *Glenearn*—had both received improvements to increase their speed; and they proved very successful on the passage out. A great deal, too, was expected from the new steamers *Loudoun Castle* and *Glenegleas*, something better than anything done before.

The *Customs Gazette* for the last quarter of 1876 had been issued. The import of Shirts during the quarter was more than double that during the corresponding term of 1875, and that of T-cloths 120,000 pieces greater. There was a great decrease in Long Ells and Lustres, but no material variation in other kinds of Woollens. The revenue was Tls. 90,000 greater than in 1875.

The foreign *employés* on the Shanghai and Woosung Railway have commenced the term of their second period of engagement of eighteen months. It was, it appears, at one time thought uncertain whether, at the expiration of their first term of eighteen months, some, or even all of them, would not be sent home. The fact of the second term being commenced without any change is considered to speak favourably for the permanency of the line, and the probable extension of railway enterprise in China.

Volunteering continues to keep up, notwithstanding the temporary lull which had set in. At a muster of the forces which is noticed between eighty and ninety men attended, and the movements were said to be well gone through, though a little practice was decidedly wanted.

The statement which gained currency (doubtless from having been set on foot by the Chinese), to the effect that the wheelbarrow and ginricksha-men, who, as recently mentioned, had struck, had been taken by surprise in regard to the increase in the licensing fee, is pronounced to be unfounded. The last minutes of the Municipal Council set forth that due warning had been given to them.

From the *North China Herald* we take the following items of general news.—

We regret to hear of the loss of the British barque *Serpent*, on the Shalutein bank, near Taku. The *Serpent* left Taku on Friday, the 6th April, with a cargo of ice for Nagasaki. The same evening a heavy gale came on from the E.N.E., and at 3 A.M. on Sunday she struck on the bank about twelve miles from the Taku outer anchorage. As she was bumping very heavily and making a good deal of water, the crew abandoned her and arrived safely at Taku in the boats. Captain Abel went back in the tug *Pathfinder* to the wreck, but had not returned when the *Sin Nanjing* left. It is feared she will become a total wreck. The *Serpent* was owned by Mr. C. F. Adams, of Nagasaki.

The Court-martial held on board H.M.S. *Audacious*, with reference to the stranding of H.M.S. *Lapwing*, opened on the 21st March, and was concluded on the 5th April. The Court was composed of the following officers:—Captain Buller, of the *Modeste* (President), Colomb, and Douglas, Acting-Commander Castle, and Lieutenant Garbett. At the termination of the inquiry the Court severely reprimanded Commander Wiseman and the Navigating Lieutenant, and reprimanded the gunner, whose watch it was at the time of the disaster.

So much interest has been taken in the proceedings of the crows on the P. and O. flagstaff, that it is worth while noting that the lower nest was blown away during the recent gale. They had immense trouble to fix it in the first instance, and its fate was predicted as inevitable. The curious thing is why they should have selected such an inconvenient spot. They made desperate efforts to build in the same place last year, but could not then succeed in establishing a foundation. Can crows be believers in Fung-shuey?

A rather singular accident as occurred at the Japan Mail Wharf. Shortly after the *Hiroshima Maru* had moored, a steam launch belonging to Messrs. Farnham and Co. was made fast to the outer paddle-wheel. When the luggage of two lady passengers had been transferred to the launch, the paddle-wheel partly revolved, swamping the launch and precipitating a large portion of the luggage to the bottom of the river. The engine was set in motion in ignorance of the launch being where it was, and a gentleman on the gangway seemed not to have presence of mind to cut the connecting rope. Fortunately, nobody was in the launch, which has since been raised, but a portion of the luggage, including, we hear, some valuable jewellery, was swept away.

The above-named paper has received a copy of the prospectus of the new insurance company, the "On Tai," started entirely under Chinese auspices. After giving in the usual Chinese style the object and institution of insurances, it proceeds to state:—

It has been ascertained that these offices (those started by foreigners) have been making great profits since their formation, and more are being established gradually. But goods to and from the interior of China are increasing daily, and wealthy men of our country are not wanting; nevertheless there has not been as yet an insurance company (among the Chinese themselves). This want not only causes the profits to be scattered abroad—a circumstance much to be regretted—but renders goods from the interior which have to depend on the foreigners' insurance to be deprived of the facilities of insurance (lit. to be

driven to the corner). Therefore in the 12th Moon of the last year, the Chinese Merchants' Steam Navigation Company at Shanghai, gathered together a number of merchants to subscribe a capital and establish an insurance office. The primary object was to insure the company's own steamers and goods, but after operating for barely a month, outside applicants for insurance came pouring in like the water of a stream, so that frequently, from the limited extent of the capital, reinsurance had to be made in foreign offices. This does not fail to give rise to sightings for the dropped pearls. Consequently, during the seventh moon of the current year, another office was added, called the Yan Woh Insurance Company, thinking thereby that by the increase of one more office it might prevent profits from being dropped on the roadside, little knowing, however, that there were still more risks than could be taken, and there is still an overflow of business. We (the promoters) seeing this state of things, raise within our minds a feeling of emulation, and are therefore desirous of making an additional good undertaking. We propose to rise with the advance of the times, and to follow in the wake of the excellent footsteps of former projectors. But in a thing where profits conserve how can it be appropriated to oneself? Moreover, the capital (in this concern) ought to be large, therefore it should, more especially, be shared in by the public. It is now proposed to establish in Hong Kong, with agencies in all the Treaty ports, the On Tai Insurance Company, for the sole purpose of insuring vessels and inland goods for shipment abroad, and of goods to and from the different ports in China.

The *Shanghai Courier* has published a translation of the prospectus, issued at the time of the formation of the China Merchants' Steamer Company. It states:—

The amount of Government grain from each province is again approaching the statutory amount, and Ningpo and Shanghai junks are already insufficient for its transportation. It is certain to increase in amount in future, while the number of junks diminishes: and things are coming to a pretty pass. If grain has to be transported to Peking from Kiang-su, An-hui, Hunan, and Hupeh, it should be done successfully, and how can that be accomplished if the quick and handy steamer is rejected, and we build, buy, and hire Shanghai and Ningpo junks? The High authorities of these provinces have memorialised the Throne for the establishment of a Steam Navigation Company, which should have for its primary object the transport of Government grain from Chekiang and Kiangsu, and starting from that basis extend its views to higher aims, so as to prevent the outside foreign merchant taking away our trade, and supply the deficiencies of our Shanghai junks. The plan was a truly comprehensive one, providing for every possible contingency. . . .

Our experience in business shows us that we can fight foreign merchants successfully in three ways:—

1st. Our steamers have the rice-transport. Foreign steamers are only carriers of goods.

2nd. The expenses of our offices, of our godowns, of our steamers, of our lighters, and of our coolie hire, will all be less than those incurred by foreigners.

3rd. Our own people, in shipping our country's produce, will have more confidence and find much more profit and convenience in us than in foreign Steamship Companies.

With these advantages we shall be able to fight foreign merchants. What have we to be afraid of?

We have heard fears that foreign merchants' capital being exceedingly great, they will probably lower freights in order to harass us. Your Directors, Mr. Tong King-sing, and the others, have also directed their attention to this, and the following is their opinion. If foreigners, who come thousands of miles in search of profit, are content in their competition with us to throw away the profits they make without fear of the consequences, this will be an advantage to our merchants. Why should we hinder them? We have but few steamers, our opponents many; our cargoes are large, theirs are small; from our Government rice-transport alone we make as much in three months as suffices for the expenses of the rest of the year, and even supposing foreign merchants to monopolise the whole of the general carrying trade, and receive the whole of the freights paid thereon, let us fight it out.

The hearing of the charge of larceny preferred by the China Navigation Company against William Henry Shaw was resumed on the 14th April before R. A. Mowat, Esq. It was explained that, since the case was last before the Court, the accused had had access to all the books to be used in evidence against him. No additional evidence was given; and the depositions having been read over and signed, the accused was formally committed to take his trial before a jury.

The weather, which had been stormy and uncertain, was improving, and it was hoped that the change had taken place early enough to prevent injury to the country.

A somewhat serious assault has been made upon Mr. Grinner, manager of the Temperance-hall, as he was passing through a Chinese crowd. It appears to have been quite unprovoked. The instigators of the attack were brought up before the French Mixed Court and punished.

HONG KONG.

Dates by this mail extend to the 28th April; the P. and O. mail from London March 16 arrived out on the 22nd April.

H. E. Pope Hennessy, the new Governor of the Colony, was installed in office on the 23rd inst. His inaugural address has been well received. The *Daily Press*, in commenting upon it, says it was "brief but to the purpose, manly, but neither egotistical nor pompous." He promises that the main object of his policy will be to protect the large commercial interests of the colony.

In the appeal case of *Lembke v. the Oriental Bank*, the Judges were divided in their opinion, Mr. Justice Snowden considering that the original judgment should be reversed and be for defendants, and the Chief Justice that it should stand. Under these circumstances, the Chief Justice exercised his powers under the local ordinance of giving a double vote, and judgment was entered for the plaintiff; but notice of appeal to the Privy Council has been given.

The *Daily Press* says that combination among the Hong Kong and Canton cotton dealers on the chopped dollar question, though not finally broken up, has been much weakened, and they would, it is believed, be glad to come to any terms, save the old ones, with the foreign merchants, being very short of cotton and anxious to obtain a supply. It is, therefore, the more to be regretted that a small quantity has been sold to them on their terms. The foreign hongs are now holding out for a principle rather than the avoidance of the loss which would accrue from the acceptance of the terms dictated by the Canton Cotton Guild, and it is a principle well worth contending for. It must be remembered that they are fighting the battle not for themselves alone, but for all branches of trade. If they were to lose, other branches of trade would then have to face the same difficulty, with all the disadvantages arising from the defeat of the cotton merchants. If the Canton Cotton Guild is compelled to succumb to the determination of the foreign hongs not to yield on the point, native dealers in other goods will be discouraged from making any attempt to force broken silver upon the merchants in payment. It is, consequently, the obvious duty—both from interest and on principle—of all foreign merchants engaged in the cotton and yarn trade to hold out resolutely against the combination of the native dealers, and so teach them, once for all, that any attempt at coercion will always be resisted and resented.

At the annual general meeting of the seatholders in St. John's Cathedral, the question of lighting the building was discussed, and it was agreed to make further inquiries as to the probable cost and best style of lighting.

A number of attachés of the Hoppo of Canton arrived in the Colony to meet him on his return by one of the C. M. S. N. Co.'s steamers from Shanghai.

Another desperate attempt to rob Captain Sand's ship has been made. The police secured one of the robbers, but not until he had nearly bitten off one of the sergeant's fingers.

PHILIPPINE ISLANDS.

MANILA.

The subjoined items of intelligence are translated by the *Straits Times* from Manila newspapers:—

Brigandage has of late become so rife in the island of Luzon that those guilty of it are to be tried exclusively by military tribunals in thirteen provinces of that island. The *Diario* of the 14th April, in noticing this fact, states that brigandage is an old evil in those provinces, and that it is a hydra, which can only be destroyed by radical means. Military tribunals have hitherto proved to be the most effective means of checking its prevalence, but to root out the evil thoroughly further measures must be taken, and hence the *Diario* advises that all vagrants and bad characters, suspected on good grounds of complicity with brigands, should be deported to the thinly-peopled new settlements in the southern portion of the Philippines.

In the provinces of Cagayan and Ilocos Norte the tobacco crop this year is not so abundant as in previous years, owing to want of rain. At Zamboanga a great drought was prevailing by last accounts. Many head of cattle had died there in consequence.

The Manila *Official Gazette* notifies the discovery of a shoal between Saigon and Hong Kong, by the steamer *Zamboanga*, in lat. 15 degs. 2 min. 50 sec. N., and 110 degs. 40 min. 48 sec. E. from Greenwich.

In the province of Zambales a man has died owing to a fish slipping into his throat, he having put it into his mouth for the purpose of killing it.

On April 9, 3,691 mils. of cigars were sold by action at Manila, on behalf of the Treasury, for \$24,793.25, including \$2,915.85 premiums.

JAVA.

BATAVIA.

From Atchin the latest information is, that on 16th April the Dutch troops attacked Lohong. The enemy resisted, but were defeated with heavy loss. Seven stockades were taken by the Dutch. The enemy then hoisted a white flag, and all the Chiefs, with the exception of Tunku Nya Oetoe, went on board the Dutch man-of-war *Bromo*, tendered their submission, and promised to deliver up the plunderers of the Chinese vessel, the seizure of whom was the principal reason of the expedition. The state of health at Atchin is reported fair, and the weather is hot and dry. The immigration of free Chinese is increasing.

The *Batavia Handelsblad* of April 21 says:—Trade at present is unusually dull; the high prices of rice are the cause of it; a

couple of failures amongst Chinese dealers have, however, been the consequence; if European traders go to work with prudence and await the harvest without putting pressure upon the Chinese merchants during the coming month, no catastrophe will take place in the opinion of experts. The small-pox is prevalent here, and the authorities have requested the inhabitants to place white flags before houses where cases of this disease appear.

Mr. Rufus Gibbon Wells, the American aeronaut, made a successful ascent in company with Mr. Servais, a coffee-house keeper at Batavia, on the 27th April. The aeronauts, together with the balloon, reached the earth in safety about sunset, in a field about ten paces from Batavia. The *Java Bode* states that never before at that city had such crowds been seen assembled together as on that occasion. Mr. Wells intends to make a second and third ascent there. The filling of the balloon with gas cost 270 guilders.

A fire has occurred on board the North American three masted schooner *Willard G. Patton*, J. Connor Swanton, from Hong Kong to the English Channel, and laden with sugar. The fire increased so rapidly that extinguishing it was impossible, so that the whole of the crew was soon obliged to abandon the vessel which shortly afterwards sunk. No portion of the cargo has been saved.

The *Java Bode* says:—Netherlands India will take part on a grand scale in the approaching Exhibition at Paris. Drawings of the Tanjong Priok harbour works will be exhibited, and probably models of the same will be prepared and sent to Paris.

STRAITS SETTLEMENTS.

SINGAPORE.

The present French mail brings advices from this port to the 6th May; the French mail from London April 6 was received on the 5th May. We take the following items of intelligence from the *Straits Times*:—

The heat, drought, and consequent scarcity of water continue, and, in spite of official reports and denials, rumours of cholera being fatally rife among the natives are numerous. We are informed that in the Malay village on Guthrie's land next to Tanjong Pagar the Malays are dying off like flies, and the tenant of Parsee Lodge has been obliged to leave, cholera being too close to be pleasant. There is little or no water to be got in the village, and what there is is exceedingly bad. The deaths are not reported by the natives, on account of the trouble it would get them into. There are no medicines at the police station, we are informed, and if this be the case, it shows neglect somewhere. Chlorodyne has been given by a resident in the neighbourhood, and has saved several lives. It is furthermore stated that if the wells about and near the village were dug deeper, a good and plentiful supply of water would be found.

A distressing fatal accident has occurred on board the Telegraph Company's steamer *Edinburgh* while the vessel was opposite Malacca, on her way to this port. Two native sailors, having complained of illness, were ordered Epsom salts by the chief officer, and a native boy was despatched to the store to obtain the salts. He brought, however, instead, a bottle of chloral hydrate, which was given to the men, and the mistake was not discovered until five minutes afterwards. Both men died shortly afterwards. An inquest was held on their bodies, and, after hearing the evidence, a verdict of "Accidental poisoning" was returned.

H.M.S. *Juno*, Captain Wilcox, has left for Hong Kong, and will be replaced here by H.M.S. *Charybdis*, Captain T. E. Smith, which was stationed here during the greater part of 1875, and which has since been in China, principally at Shanghai, where the officers and crew seem to have been very popular. The *Charybdis* is now in Hong Kong awaiting the troopship *Tamar* with reliefs, and is to be re-commissioned for the China station, when she will come down here.

The following notifications appear in the *Gazette*, all dated the 3rd May:—

His Excellency the Administrator has been pleased to appoint the following gentlemen (with power to add to their number) to be a Commission for the purpose of making arrangements for the representation of the Straits Settlements at the forthcoming Paris Exhibition; and for the collection of articles in Singapore, Malacca and the Native States for that purpose:—Hon. J. Douglas, C.M.G., Hon. W. H. Read, Hon. H. A. K. Whampoa, C.M.G., Hon. J. R. MacArthur, and W. G. Gulland, Esq., President of the Singapore Chamber of Commerce.

His Excellency the Administrator has been pleased to make the following appointments under the provisions of the "Crimping Ordinance":—Mr. W. A. Pickering to be Acting Protector of Emigrants, Singapore; Mr. E. Karl to be Acting Protector of Emigrants, Penang.

His Excellency the Administrator has been pleased to appoint Captain A. R. Ord to act as Postmaster-General, Straits Settlements, till further orders.

His Excellency the Administrator has been pleased to appoint Mr. N. P. Trevenen to act as Collector of Land Revenue, Malacca, till further orders.

His Excellency the Administrator has been pleased to make the following appointments under the provisions of the "Malacca Lands Ordinance":—Honourable C. J. Irving, Commissioner of Lands, Malacca; Mr. N. P. Trenen, Deputy Commissioner of Lands, Malacca.

His Excellency the Administrator has been pleased to grant Mr. F. A. Swettenham, Assistant Secretary for Native States, three months' vacation leave, and nine months' leave of absence from the 26th March.

His Excellency the Administrator has been pleased to appoint Mr. C. H. Lloyd, in charge of the Dindings, to be a Magistrate of Police and a Commissioner of the Court of Requests for Penang.

With the approval of his Excellency the Administrator, Mr. A. P. Talbot has been appointed by the Coroner of Singapore to act as a Deputy Coroner.

Information has been received that the following Kuala's named Barajan and Jampah (the boundary rivers between Engong and Merdow), and Passangan and Samalangan, on the North-East Coast of Sumatra, are for the present closed for trade.

The note circulation of the three Banks during April was as follows:—

Oriental Bank	...	...	...	...	...	\$222,265
Chartered Bank	...	...	...	...	...	575,420
Mercantile Bank	...	...	...	...	...	538,169

THE NEW SEASON'S TEA.

The steamer *Benarty* sailed from Foochow on the 3rd inst., with the second cargo of new season's Teas from that Port. The steamer *Glenlyon*, from Hankow, passed Woosung on the 3rd inst. The steamer *Glenartney*, from Hankow, left Singapore on the 4th inst., and the steamer *Glenearn*, from Foochow, on the 7th inst.

ESTIMATED CARGOES OF NEW SEASON'S TEA AFLOAT.

Date.	Ship.	From.	Cargo lbs.
May 23	Deucalion (s.)	Foochow	2,000,000
" 25	Loudoun Castle (s.)	Hankow	3,000,000
" 25	Glenegles (s.)	Hankow	3,000,000
" 26	Glenartney (s.)	Hankow	2,000,000
" 28	Tartar (s.)	Hankow	1,800,000
" 31	Glenearn (s.)	Foochow	2,000,000
June 2	Braemar Castle (s.)	Hankow	2,000,000
" 3	Glenlyon (s.)	Hankow	2,000,000
" 3	Benarty (s.)	Foochow	2,000,000
" —	John R. Worcester	Hankow	1,000,000
Total	...	...	21,435,000

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

WOOD—On the 8th June, at 24, Richmond-crescent, Barnsbury, N., the wife of J. L. Wood, Lu Shan House, New Barnet, Herts, of a son.

MARRIAGES.

COLES—MCINTOSH.—On the 5th June, at Llanerfyl Church, by the Rev. C. J. Wilding, cousin of the bride, Frederic William Coles, of St. James's-street, Piccadilly, London, late of Canton, China, second son of Richard Coote Coles, of Stamford-hill, Middlesex, to Alice Margaret McIntosh, second daughter of the Rev. J. McIntosh, of Llanerfyl Rectory, Welshpool, Montgomeryshire.

GRIGOR—MACTIER.—On the 8th May, at Mahabaleshwar, James Matheson Grigor, Hong Kong and Shanghai Banking Corporation, to Georgiana, eldest daughter of R. F. Macfie, Bombay C.S.

KIDD—On the 7th June, at All Saints' Church, Norwich, by the Rev. R. B. Porson Kidd, Vicar of Potter Heigham, Norfolk, and father of the bridegroom, assisted by the Rev. John Bailey, Vicar of Stoke Holy Cross, Norfolk, the Very Rev. R. Hayward Kidd, Colonial Chaplain of Hong Kong, to Mary Elizabeth, only daughter of Mr. Henry Thompson, of St. Stephen's Plain, Norwich.

KIDNER—CROSBIE.—On the 5th June, at St. James's, Paddington, by the Rev. Canon Duckworth, William Kidner, of Shanghai, to Jamesina Nicol, youngest daughter of the late James Crosbie, of Banff, R. N.

RANSOM—SHIELD.—On the 5th May, at Christ Church, Colombo, Ceylon, by the Rev. Henry Newton, Oliver Ransom, of Goomustenne, Madoolkelle, to Mary Turner, youngest daughter of Wm. Shield, late of Notting-hill, W.

SANDERS—PURVIS.—On the 6th June, at the Wesleyan Church, Blackheath, by the Rev. R. N. Young, assisted by the Rev. T. Ackroyd, George Frederick, only son of George Sanders, of 31, Manor Park, Lee, to Mary Elizabeth (Minnie), eldest daughter of H. T. Purvis, of Westacres, Alnwick, and niece of John Hall, of Bondicarr, Blackheath-park.

DEATHS.

CHADWICK.—On the 5th June, at Yokohama, Charles Robert, only son of Jas. Chadwick, of High Bank, Prestwich, aged 23.

IRWIN.—On the 5th April, suddenly, at Bermuda, in his 21st year, Henry Melville Irwin, R.N., of H.M.S. *Dryad*, beloved eldest son of Rev. John J. Irwin, D.D., of Eastbourne, and formerly chaplain at Hong Kong.

PITT.—On the 4th June, at Montagu-place, Margaret Adey, widow of the late Samuel Pitt, of 6, Montagu-place, Montagu-square, W., and Kendall's Lodge, Elstree, Herts, and last surviving daughter of the late Francis Magniac, of Kensington Manor House.

RODGER.—On the 6th June, at 17, Newton-place, Glasgow, Capt. Alex. Rodger, many years in the China trade, aged 75.

RODGER.—On the 6th June, at 17, Newton-place, Glasgow, Alexander Rodger, in his 78th year.

The Messageries Maritimes steamer *Iraouaddy*, with the present inward French mail, arrived at Marseilles on the 7th inst. She brings 100 passengers, and a general cargo, including 358 bales of silk, 10,652 packages of tea, 8,045 packages of sugar, 509 packages of coir yarn, and 216 packages of sundries; also specie to the value of £1,784 for London, which part of her cargo will be forwarded to its destination per company's steamer *Indus*, due in London on or about the 19th inst. The P. and O. Company's steamer *Bokhara*, with the mail due on the 2nd *proximo*, and specie to the value of £770,000, left Galle on the 7th inst., its due date.¹

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Sydney, April 12, *Perardua*; from Antwerp, 19, Flying Scud; from Liverpool, June 6, *Priam* (str.); from Sydney, 4, Thermopylae.

At HONG KONG.—From Liverpool, June 2, *Priam* (str.), *Diomed* (str.); from London, 2, *Gordon Castle* (str.); 5, *Glengyle* (str.); from Cardiff, 6, *Caribon*.

At PADANG.—From Sunderland, April 13, *Maiden Queen*.

At SINGAPORE.—From Newcastle, N.S.W., April 27, *Queen*; from New York, June 7, *Northern Star*; from London, 7, *Nankin* (str.).

At PENANG.—From London, June 8, *Amboto* (str.).

DEPARTURES.

From HANKOW.—For London, June 4, *Stad Amsterdam* (str.), John R. Worcester.

From SHANGHAI.—For London, April 11, *Antenor* (str.); 14, *Eliza Shaw*, for New York; 12, *Agate*.

From FOOCHOW.—For London, June 3, *Benarty* (str.).

From HONG KONG.—For London, April 21, *Antenor* (str.).

From SINGAPORE.—For London, April 28, *Antenor* (str.); May 3, James Wishart, for Boston; May 5, Chocorura.

EXPORT OF TEA AND SILK—SEASON 1876-77.

TO GREAT BRITAIN.

Date.	TEA.				SILK Total Bales and Cases.
	From Shang- hai and Hankow	From Foo- chow	From Amoy	From Canton, Macao, &c.	
From June 1, 1876, to Apr. 11, 1877	84580539	59797447	2929143	18961888	166347918
From June 1, 1875, to Apr. 11, 1876	74685248	69348379	2031848	19768968	155834443
TO THE CONTINENT.					
From June 1, 1876, to Apr. 11, 1877					5622386
Do. do. 1875, to Apr. 11, 1876					10481104
TO UNITED STATES OF AMERICA.					
From June 1, 1876, to Apr. 11, 1877					48711
Do. do. 1875, to Apr. 11, 1876					53219023
TO AUSTRALIA AND NEW ZEALAND.					
From June 1, 1876, to Apr. 11, 1877					6819
Do. do. 1875, to Apr. 11, 1876					9473
TO GREAT BRITAIN.					
From	Tea-lbs.	Silk, bales	From	Tea-lbs.	Silk, bales
1843 to 1844	51,022,600		1864 to 1865	121,236,870	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,042	62,890
1850 to 1851	63,972,000	92,144	1866 to 1867	118,423,290	50,052
1853 to 1854	77,337,800	61,983	1867 to 1868	116,890,430	57,449
1855 to 1856	92,340,300	50,481	1868 to 1869	142,789,804	70,917
1857 to 1858	76,990,355	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,134	1870 to 1871	131,969,850	51,339
1859 to 1860	85,560,452	64,169	1871 to 1872	149,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,849,262	57,363
1861 to 1862	109,846,040	79,199	1873 to 1874	144,588,620	47,373
1862 to 1863	131,273,580	72,857	1874 to 1875	161,964,407	85,109
1863 to 1864	117,465,680	46,808	1875 to 1876	166,318,297	87,488

EXPORT OF TEA FROM HIODO.

1876-77	...	...	...	...	6,925,446
1875-76	...	...	...	...	6,082,036
1874-75	...	...	...	...	6,079,086
1873-74	...	...	...	...	5,519,449
1872-73	...	...	...	...	5,503,295
1871-72	...	...	...	...	5,014,660
1870-71	...	...	...	...	4,452,071
1869-70	...	...	...	...	2,131,252

EXPORT OF TEA FROM HIODO, SEASON 1876-77.

To New York	...	...	...	...	5,679,197
" Chicago	...	...	...	...	822,015
" Boston	...	...	...	...	285,065
" San Francisco	...	...	...	...	98,723
" Canada	...	...	...	...	26,380
" London	...	...	...	...	64,066

Total 6,925,446

EXPORTS FROM PENANG TO GREAT BRITAIN.¹

	Total to April 30, 1877.	Total to April 30, 1876. Piculs.
Tin	14,899	41,330
Sugar	71,564	32,410
Black Pepper	13,034	11,557
White Pepper	1,947	1,841
Cloves	212	17
Tobacco	1,053	5,890
Tapioca	7,464	4,356
Hides	1,591	2,518
Horns	126	377
India-rubber	226	161
Mace	166	53
Nutmegs	262	337
Rattans	3,184	5,260
Coffee	145	1

EXPORTS FROM SINGAPORE TO GREAT BRITAIN.

	Total to April 28, 1877.	Total to April 28, 1876.
	Piculs.	Piculs.
Tin ...	... 10,495	... 5,702
Gambier ...	... 150,183	... 121,485
Cutch ...	... —	... 843
Pearl Sago ...	... 27,985	... 20,009
Sago Flour ...	... 39,163	... 63,321
Tapioca ...	... 20,083	... 15,266
Black Pepper ...	... 46,064	... 61,050
White Pepper ...	... 16,162	... 12,227
Coffee ...	... 2,443	... 5,868
Guutta Percha ...	... 7,730	... 5,806
Gum Benjamin ...	... 1,386	... 1,040
Gum Copal ...	... 2,269	... 814
Gamboge ...	... 105	... 44
Rattans ...	... 16,724	... 25,241
Buffalo Hides ...	... 16,584	... 4,371
Buffalo Horns ...	... 2,883	... 1,984
Cow Hides ...	... 592	... 1,557
Vegetable Tallow ...	... 384	... 1,210

EXPORTS FROM YOKOHAMA.

	TEA.			
	From May 1, 1875-6.	From May 1, 1874-5.	From May 1, 1873-4.	From May 1, 1872-3.
To New York ...	13,127,857	... 10,952,774	... 8,409,838	... 9,167,902
" San Francisco ...	3,154,806	... 4,461,329	... 3,459,132	... 2,677,108
" Boston, Chicago, &c. ...	2,565,543	... 1,132,186	... 996,372	—
" England ...	37,537	... —	... —	—
Total ...	18,885,743	16,546,289	12,865,342	11,845,010

	SILK.			
	From July 1, 1875-6.	From July 1, 1874-5.	From July 1, 1873-4.	From July 1, 1872-3.
To England ...	4,878	... 5,214	... 7,015	... 7,365
" France ...	8,362	... 6,246	... 6,254	... 5,516
" America ...	108	... 115	... 162	... 172
" Other countries	243	... 366	... 1,089	... 1,375
Total ...	13,591	... 11,941	... 14,520	... 14,428

EXCHANGES, &c.

[For dates see first page.]
ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 1d.	4s. 1d.	4s. 1d.
Shanghai "	5s. 5d.	5s. 6d.	5s. 6d.
Canton "	3s. 11d.	4s. 0d.	4s. 0d.
Hong Kong "	3s. 11d.	4s. 1d.	4s. 1d.
Macao "	4s. 1d.	4s. 1d.	4s. 1d.
Singapore "	4s. 1d.	4s. 3d.	4s. 3d.
Fusang "	—	—	—
Manila "	4s. 3d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India ...	Rs. 304	[Rs. 227
Hong Kong ...	26s to 27½ dls.	—
Bar silver ...	Tls. 111.2.5	2s prem. (nominal)
Mexican dollars ...	Tls. 75.2.5	2s prem. (nominal)

SHANGHAI SHARE QUOTATIONS.

Shanghai Dock Company, Tls. 200.
Shanghai Gas Company, Tls. 142.
Steam Tug and Boat Association, nominal.
French Gas Company, Tls. 71.
Hong Kong Fire Insurance Company, \$540.
North China Insurance Company, Tls. 810 (nominal).
Yangtze Insurance Association, Tls. 685.
Union Insurance Society, —.
China Traders Company (Limited), \$2,000.
China Fire Insurance Company, Tls. 149.
Shanghai and Hongkew Wharf Company, Tls. 87.
Chinese Imperial Loan, £106.
Footung Dock Company, Tls. 80.
China Coast Steam Navigation Company, Tls. 69.

HONG KONG SHARE QUOTATIONS.

Hong Kong and Shanghai Bank 24 per cent. prem.
Hong Kong Gas Company, \$75 per share, nominal.
Hong Kong and Whampoa Dock, 35 per cent. discount.
China Traders' Insurance Company, \$2,500 per share.
Hotel Shares, \$55 per share.
Hong Kong, Canton, and Macao Steamboat Company, 12 per cent. dis.
Hong Kong Fire Insurance Company, \$337 1/2 per share.
Union Insurance Society of Canton, \$700 per share.
China Fire Insurance Company, \$147 per share.
Chinese Insurance Company, \$215 per share.
Chinese Imperial Loan, £103 (exchange 4s. 1d.).
Shanghai Steam Navigation Company, Tls. 29 per share.

SINGAPORE SHARE QUOTATIONS.

Tanjong Pagar Dock Shares (\$100 paid), \$125 (nominal).
New Harbour Dock Company (£160 paid), par.
Singapore Gas Company (£50 paid), par.
Galena Mining Company (\$50 paid), \$30.
Singapore Steamship Company (Limited), par.

* The latest telegrams report the rate for six months' bank bills at Singapore 4s. 1d., Hong Kong 4s. 0d., at Shanghai 5s. 6d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 6, at New York, from Manila, John Bunyan; at Boston, from Ilo Ilo, C. O. Whitmore; at Scilly (for orders), from Rangoon, Reichstag; 7, at Falmouth, from Samarrang, Catharina; at Greenock, from Java, R. B. Chapman, Buston Vale; at Liverpool, from Manila, Kirkland; at Queenstown, from Java, Summer R. Meade; from Manila, Petunia; 8, at Liverpool, from Manila, Ferdinand; at London, from Hong Kong, Hansa; May 27, at Boston, from Manila, Midnight; June 6, at Brouwershaven, from Rangoon, Avo Giuseppe; 7, at Falmouth, from Maulmain, Papa di Rossi; Amoy, Gesina Brona.

DEPARTURES.—May 7, from Cardiff, for Singapore, Warwick; June 7, resailed, from Portsmouth, for Hong Kong, Ferdinand Brumm; from Newcastle, for Batavia, Hindustan.

SPOKEN.—D.C.N.D.F.B. (German), Cardiff to Singapore, 1 N., 26 W.; Ullock, Liverpool to Anjer, 3 N., 27 W.; Commissary, London to Hong Kong, May 4, 1 N., 25 W.; Bernhard Carl, Hamburg to Japan, May 6, 7 N., 23 W.; Menai Straits, Sunderland to Java, May 8, 10 N., 26 W.; California (Dutch), Amsterdam to Batavia, May 29, 40 N., 12 W.; T.R.Q.K. (Amer. barq.), Batavia to Lisbon, March 12, 25 S., 65 E.; Persia, Bassein to Falmouth, April 11, 35 S., 24 E.; Princess Louise, Java to Falmouth, same time; Apennino, Akyab to Queenstown, April 23, 35 S., 25 E.; Petronella, Batavia to Amsterdam, April 27, 34 S., 27 E.; H.Q.C.G. (German barq.), Bassein to Falmouth, April 30, 35 S., 22 E.; Daniel, Rangoon to Hamburg, May 10, 22 S., 5 E.; Oregon, Bassein to Falmouth, May 15, 17 S., 5 E., Liberta, Rangoon to Bremen, May 26, 36 N., 34 W.

CASUALTIES.—St. Helena.—May 29, the Raymond, Evans, from Shanghai, reports:—On April 22, in lat. 35 S., lon. 25 E., experienced a furious gale, during which several sails were lost and cutwater started; April 24, 35 S., 24 E., three more sails were lost, ship labouring heavily throughout. Aden—June 6, the Bangkok (str.), from London, to Singapore, has put back through stress of weather; she must be repaired to enable her to proceed. Batavia—June 7, Louis August Constantin; the cost of repairs is estimated at about £5,000, probably more. [The above vessel arrived at Batavia, April 15, from Ymuiden.]—St. Thomas—June 8, the Andreas Rickmers (Ger. ship), from Rangoon, to Bremerhaven, has put in here, leaking badly.

MISCELLANEOUS.—Gibraltar, arrived, June 8, Quarta (str.) from Ilo Ilo, for Liverpool. Passed June 8, Prins Hendrik (str.), from Batavia, for Nieuwe Diep. St. Helena, arrived and sailed, May 16; Raymond, from Shanghai, for London; 17, Middlesex, from Rangoon, for Falmouth; 20, Ocean, from Batavia, for Amsterdam. Passed, May 15, Pentheilea, from Bassein; 17, Argo, from Rangoon, for Falmouth; 19, Industrie, from Banjoewangie, for Rotterdam.

CONSULAR REPORT UPON THE TRADE OF SAIGON.

A Blue-book has been issued containing the subjoined Report by Consul Tremlett on the Trade, Commerce, and Navigation of Saigon for the year 1876:—

This colony (Cochin China) has for several years become of less and less value to European merchants, and the change to their disadvantage during the twelve months under review has been more marked than formerly. Chinese have been gradually obtaining possession of the export trade until, as present statistics show, they have shipped during 1876 nine-tenths of the entire rice crop, and the whole of all other articles of produce; the reason may be found in their ability to purchase from the natives, with whom Europeans cannot come directly in contact, at slightly cheaper prices, but principally in the fact that their inexpensive establishments enable them to reduce their charges and commissions proportionately. The import trade has long been entirely in their hands.

From the following statement it will be seen that 317 vessels of all nationalities, and aggregating 234,299 tons register, loaded at this port, of which 215 vessels of 158,151 tons were British; again, about two-thirds of the tonnage employed, and the predominance of British steam tonnage has been as noticeable as in previous years.

VESSELS LOADING AT SAIGON DURING 1876.			
Flag.	Number.	Tonnage.	
British	215	158,151	
Danish	23	23,204	
Dutch	14	14,632	
French*	33	17,783	
German	26	18,113	
Norwegian	2	700	
Spanish	1	451	
Swedish	2	611	
Siamese	1	654	
Total	317	234,299	

The production of the staple of the colony shows again an increase upon any previous year, and reached the large quantity of 5,700,000 piculs, equal to 340,000 tons. Prices have fluctuated somewhat, but the average value may be placed at \$1.38 per picul of 133½ pounds English; as usual, the greater part of the crop has been taken by China. The following table of the exports of rice will show destinations, actual quantity, and value.

* Exclusive of mail steamers.

Countries.	Ports.	Quantity. Pounds.	Total. Pounds.
China ...	Hong Kong ...	4,256,119	
	Amoy ...	60,200	
	Swatow ...	167,500	4,483,819
Tonquin ...	Quinhon ...	..	6,000
	Singapore ...	..	291,510
Straits. .	Batavia ...	60,700	
	Samarang ...	77,970	
	Sourabaya ...	587,372	
Java ...	Passorvoran ...	36,000	
			762,042
Mauritius	Port Louis ...	10,326	71,600
America	Rio de Janiero ...	..
	Havana ...	10,000	
	Buenos Ayres ...	8,400	
Europe	Valparaiso ...	16,600	45,326
	Falmouth ...	18,300	
	Belle Isle ...	26,100	
	Marseilles ...	10,100	49,500
Grand Total 5,709,797			

Pepper, Sugar, Cotton, and Coffee have been produced to about the same extent as during the previous year. The trade in hides, horns, and gamboge has been upon a very limited scale.

Manchester goods continue to supply the entire native population, and larger quantities than ever have met a fair market here. Coals: The Government contract amounted to 5,000 tons Australian, and was taken at £54.88, equal to about 39s. 6d. per ton; importations privately were inconsiderable. The opium and spirit farms remain upon the same terms previously advised.

The port of Quinhon was opened to foreign commerce on the 1st November last, under the conditions stipulated in the treaty of 15th March, 1874. The Government rate for Treasury payments has been reduced from £5.55 to £5.35 per dollar. Hospital charges have undergone some alteration, and officers are now received at £9, and seamen at £7 per diem. Cost of burial from hospital is £20. Postal rates to Europe and America have been very much reduced, being now 40c. per 15 grammes, while the rate to Singapore, Hong Kong, and Chinese ports remains at 48c. The prompt measures taken in apprehending the pirates engaged in the Pelican affair, and their subsequent speedy execution, has apparently rid the country of an organised gang that bade fair to cause considerable trouble. An insurrection, headed by the brother of the King of Cambodia, broke out in that country during the early days of June, but was totally suppressed by the end of July. A new cathedral is to be erected, at a cost of £800,000.

THE GREENWICH OBSERVATORY.

On the 2nd inst. a numerous company assembled in the grounds of the Royal Observatory at Greenwich, on the occasion of the Board of Visitors attending to receive the annual report of the Astronomer Royal, Sir George B. Airy. In this report, which entered into details as to the buildings and apparatus, it was mentioned that the astronomical instruments used for the Transit of Venus had been all returned from the Exhibition, and that those which had been borrowed from private contributors had been repaired, where necessary, and returned. Of those belonging to the Government, one of the photoheliographs is in daily use at the Observatory, another at the Cape Observatory, a third at the engineer establishment at Chatham, and a fourth at the South Kensington Museum. The last is accompanied with equatorial transit, altazimuth, clocks, micrometer, &c., with their appropriate butts and chymical rooms, forming a complete representation of a first-class establishment for observation. Photographs of the sun had been taken on 140 days, of which 239 have been preserved, the photographs showing a complete absence of spots on 57 days, and on 23 of these there are neither spots nor faculae. The magnetical and meteorological instruments comprise all which are necessary for the fundamental eye-observations and the continuous self-formed register of the three following phenomena:—The three magnetic elements and earth currents, barometric pressure, force and speed of wind, rain, temperatures of air (at different elevations), and evaporation, ozone, and solar radiation, with maximum and minimum thermometers at the Observatory and in the waters of the Thames at Poplar, and thermometers deep sunk in the earth. Besides these, which are adapted for reading every day, there are the dip instrument, and atmospheric electrometers, &c., to be observed occasionally. The observation on the pluviometer, mounted in the *Royalist*, at Poplar (the ship to which the Thame thermometers are attached), at the elevation of 17ft. above the river, appears to show that the amount of rain collected there is the same as that on the ground level at the Royal Observatory in the months of June, July, and August, but less than in all other months of the year, the aggregate for the year being nearly the same as that of the rain collected on the roof of the octagon room at the Observatory. The computation of the photographic records of the barometers from 1854 to 1873 has so far advanced that it is asserted positively there is no trace of lunar tide in the atmosphere, but that there is a strongly-marked semidiurnal tide, accompanied with a smaller diurnal tide. Observations of small planets are sent every quarter to the Paris Observatory and other observations occasionally to the Royal Astronomical Society. Daily meteorological results are also supplied to M. Le Verrier, to the War Department at Washington, to the Registrar-General, and to the Meteorological-office, and are made more quickly accessible to the public by newspapers and by *affiche* on

the Observatory walls. After stating that there are 191 chronometers under care at the Observatory, the report states that the automatic crop of the Greenwich time ball has failed only on seven days, when the ball was not raised, on account of high wind, and on three days from accident. The Deal time-ball failed on six days from high wind, and on fifteen days from error in the telegraph connection; and on six days the assistance of the attendant was required, on account of the feebleness of the current, to work the relay by which the dropping current is created.

COAL-LADEN SHIPS.

Mr. B. F. Cobb, of the Globe Marine Insurance Company, has put together some very suggestive figures relative to the loss of ships through spontaneous combustion of coals. A number of vessels are every year posted at Lloyd's as missing—i.e., lost with all hands; and it appears to have been suggested that a considerable proportion of these ships are coal-laden. There can be no doubt that no insignificant number of coal-laden ships do disappear mysteriously at sea and are never more heard of. The plain inference is that these ships take fire in mid ocean and that the crews perish miserably either in the vessel, as those rescued by Mr. Brassey might but for him have done, or in their boats. The importance of putting an end to dangers of this kind does not concern the loss of life merely, though that is great, but also the economy of our national trade. On both points it will be best to quote Mr. Cobb's own words.—“In 1874 the missing coal-laden vessels were eleven vessels of a tonnage of over 7,000 tons. In 1875 the number had advanced to twenty-eight vessels of upwards of 15,000 tons. In 1876 there were twenty-one coal ships missing, of a tonnage of over 10,500 tons. For these three years we have a total tonnage of 33,000 tons reported. Some of these vessels were steamers, which would carry engineers, stokers, &c., such as the *Ionia*, 1,758 tons, Shields to Aden; the *Thornaby*, 1,000 tons, Cardiff to Bombay; while some of the sailing vessels were known to have a few passengers on board. It therefore is only a moderate calculation to reckon the number of lives at $\frac{1}{3}$ per 100 tons, which gives for the three years a total of 1,155 lives lost through the spontaneous combustion of coal. Of course, it is possible some of them may have been otherwise destroyed, as we have only the melancholy fact that there is nothing known as to their exact fates. The tonnage of the missing coal-laden vessels of the last three years I have shown, in round figures, at 30,000 tons register, and we may take this as representing 37,000 tons of coal. In addition to these, there were during the last four years 37,712 tons of shipping and 47,873 tons of coals burnt from spontaneous combustion, 47,873 tons of shipping and 58,866 tons of coal ‘on fire.’ Including the missing ships, the loss of property may be taken in round figures at £1,250,000 sterling, represented by 70,000 tons of shipping and 107,000 tons of coal.”

CAPITAL EMPLOYED IN THE COTTON TRADE OF LANCASHIRE.

Researches directed to ascertain the amount of capital engaged in any trade are always welcome, and Mr. Richard Seyd has already rendered valuable service in this direction. The following paragraph gives the general results of his late inquiry concerning the cotton trade of Lancashire:—

Mr. Richard Seyd, F.S.S., has compiled an estimate of the financial resources of the cotton-spinning and manufacturing trade of Lancashire, including Dukinfield, Glossop, Hyde, Marple, Mottram, New Mills, and Stockport, in Cheshire. From his figures we learn that in 1870 the total imports of cotton amounted to 1,339 mill. lbs., and in 1876 to 1,556 mill. lbs., the values of which were 53 mill. £, and 50 mill. £ respectively. The total exports in the same year were 238 mill. lbs. and 258 mill. lbs. The excess of imports, which in 1870 was 1,101 mill. lbs., rose in 1874 to 1,307 mill. lbs. Although the amount was much greater in 1874 than in 1870, the value of the excess was considerably less, the figures standing at 43 mill. £ in 1870, and at 42 mill. £ in 1874.

Mr. Seyd states that in “the spinning and manufacturing of this enormous amount of raw material there are about 1,900 firms engaged in the district above alluded to, including about 270 joint-stock companies under the Limited Liability Act. The nominal capital of these companies (many of which do not issue any report) may be estimated at about £15,000,000, of which it may fairly be taken that one-half (say £7,500,000) is paid up. The capital of private firms and individuals (numbering say about 1,600) can be placed at about £50,000,000, based on such figures as are obtainable, giving an average of about £30,000 for each firm.

Besides the limited liability companies, with their paid-up capital of £7,500,000, there are firms, each estimated to possess resources as under:—

6 firms exceeding	... ..	... £1,000,000 each
12 "	.. ..	500,000 "
26 "	.. ..	200,000 "
50 "	.. ..	100,000 "
72 "	.. ..	75,000 "
101 "	.. ..	50,000 "
106 "	.. ..	30,000 "
155 "	.. ..	20,000 "
258 "	.. ..	10,000 "
280 "	.. ..	5,000 "
187 "	.. ..	2,000 "
200 "	.. ..	1,000 "

1,453

These figures give £57,500,000 as the total capital employed, viz., £50,000,000 by private firms, and £7,500,000 by limited companies, nearly all the shares in which are held by the operatives employed in, or living near to them. This very large amount of £7,500,000 of paid-up capital (carrying a liability for as much more), equal to a considerable portion of the whole of the private capital in the same trade, is a most remarkable phenomenon. Many of these limited company

smills have, as a matter of hard fact, paid dividends of from ten to thirty per cent. per annum, and the shares in them are largely bought and sold at high prices. It would be a public service if some one, having accurate local and technical experience, would follow up Mr. Seyd's figures by a careful history of the progress and administration of these limited company mills.

COURT OF APPEAL.—THE LISBON TRAMWAYS CASE.

The case of "Twycross *versus* Grant" has been heard upon appeal from the Common Pleas Division, before the Lord Chief Justice, the Lord Chief Baron, Lord Justice Bramwell, and Lord Justice Brett. It was the appeal of the defendants in the action by a shareholder in the Lisbon Tramway Company against Mr. Grant, the projector, and Messrs. Clark and Puncard, the contractors, for putting forth a prospectus of the company not mentioning two contracts of the contractors with Mr. Grant and the Duke of Saldanha to pay each of them a large sum of money—to the Duke for the concession, and to Mr. Grant for his services in getting up the company and raising the capital, &c. The line was made, but worked at a loss, and in 1874 the plaintiff got a winding-up order, and in the course of the proceedings discovered these contracts, and then brought this action. The action is founded on Sec. 38 of the Companies' Act of 1867, which requires that every prospectus inviting persons to subscribe for shares shall specify the dates and names of the parties to any contract entered into by the company or the promoters, directors, or trustees before the issue of the prospectus, whether subject to adoption by the directors or otherwise, and any prospectus not specifying the same shall be deemed fraudulent on the part of the promoters and directors knowingly issuing the same, as regards any person taking shares in the company on the faith of such prospectus, unless he shall have had notice of such contract. The plaintiff in this case swore at the trial, and the jury so found, that he took the shares on the faith of the prospectus, and that he would not have taken them if the contracts in question had been disclosed, and that the contracts were material to be known and were such as ought to have been disclosed, and the jury also found that the prospectus was knowingly issued by the defendants and that they intentionally omitted to mention the contracts, though they did so under the *bond fide* belief that they were not contracts which required to be disclosed. On these findings Lord Coleridge, having directed the jury that they could give the plaintiff all the damages caused by the fraud, and that these might be the whole amount he had paid for his shares, they gave him a verdict for £700, on which Lord Coleridge and two other Judges of the Division gave judgment in his favour, from which judgment the defendants appealed.

Their lordships were divided in opinion, and consequently delivered their decisions separately, Lord Justice Bramwell and the Lord Chief Baron giving judgment for the defendants, or for a new trial; the Lord Chief Justice and Lord Justice Brett took an opposite view, the result being that the judgment for the plaintiff stands and the appeal is dismissed. Notice of appeal to the House of Lords has been given on behalf of the defendant.

TORPEDO WARFARE.

An interesting article upon the value of torpedoes as weapons of war appears in *The Times*. In the course of the article the subjoined observations occur:—Until the internecine struggle between the Northern and Southern States of America the value of this modern weapon of destruction was absolutely unknown. During the Crimean war in 1854 torpedoes were employed by the Russians in the Baltic against the British Fleet, but with no effect. The Austrians also in 1859 organised a system of torpedo defence at the time of the threatened attack upon Venice by the French. The armistice that followed led to the removal of the mines before their destructive power was ascertained. With the exception, therefore, of the employment of the torpedo by the Confederate States of America in the Civil War of 1862-4 it has remained in abeyance in actual warfare until the present Russo-Turkish War, and everything that may throw light upon its destructive effects, that may tell us of the possible effects of the torpedo on a naval force, of whatever kind, is eagerly seized upon. For many years the attention of Governments has been directed towards the perfect development of this engine of defence and attack, and a very great advance has been made upon the more primitive system employed in the American campaign. But it must not be forgotten that the destructive effects of the torpedo when employed against ships in that war first arrested the attention of Europe. Naval officers from the various Powers came over to England to study the system at that time developed by Holmes and Maury. The seed then sown has now fructified into an elaborate science, as will doubtless be exemplified in the mode of defence and attack by torpedoes carried out in the present war. One, therefore, of the most important naval problems now to be solved is, how are our ironclads and ships to be protected against the insidious attack of this submarine monster. The comparative cheapness of the torpedoes permits of large numbers being employed for the defence of shallow waters and harbour and river approaches; and as they may be rapidly laid, a defence by means of ground torpedoes can be organised in a few hours. One single ground torpedo in 1864 defended the James river for thirteen months, and sufficed to frustrate the intended advances of the Federal fleet. When the vast sums expended by this country annually upon her ironclads and gun-boats are considered, it is most unsatisfactory to think that at any moment contact with one of these missiles might send any one of our ships to the bottom, and it has become very necessary that effective means should be devised to enable our ships to withstand or avoid the attack. Torpedo warfare consists of two systems—shallow water mines laid down for defence upon the ground in depths varying from three to forty fathoms, and the torpedo launch and locomotive mine for deep-sea attack. It is comparatively easy with modern appliances to avoid injury by contact with ground defence torpedoes, but not so with the deep sea locomotive mine. The latter is generally planned so as to be launched by skilled engineers under cover of darkness, and, without some special means of detecting its approach, may prove

destructive to the most powerful monitor yet built. Many engineers and men of science have devoted all their energies to determine some effective means of disclosing the manoeuvres of the attack and preventing it being effective. The recent suggestion of employing a flexible wire rope netting, surrounding the submerged portion of the vessel's hull, as a shield to ward off the attack by recoil, can only be regarded as a cumbersome appendage likely to interfere with the speed of the vessel, and at best only a partial defence. Increased velocity in the locomotive mine may render any such precautions unavailing. It becomes, therefore, only a recurrence of the struggle for supremacy that has so long existed between the penetrating powers of rifled guns against the penetrability of armour-clad ships. The employment of a flotilla of gunboats to surround the ironclad, another suggestion, would be found in actual warfare to be an expensive encumbrance, impeding the fighting capacity of the ship, rather than safeguard. When it is established that no gun torpedo can be effectively launched to insure impact within moderate shot range, and that no torpedo launch can act with effect except it absolutely approaches the vessel within striking distance, neither can any torpedo be affixed or placed near a ship except the forlorn hope actually approach the vessel.

The most valuable means of defence, and the one to which special attention should be directed, is that of illumination. Light of sufficient power to disclose any object attempting to enter a cordon of illumination round a ship, the ship itself remaining in darkness, is at once the simplest and most effective precaution that can be devised against night attack. The employment of the electric light or of the ordinary modes for this purpose is impossible. Yet if a sufficient and persistent illumination can be maintained at a given distance from a ship no torpedo launch or boat would venture to approach it. The launch would be doomed for destruction, being a mark out for the gunner, and if it can be prevented from approaching within the range necessary for the launching and effective impact of the Whitehead or other similar torpedo those missiles would become comparatively valueless. Within the last few weeks a very important advance has been made towards solving this problem of illumination at sea by an adaptation of what is known as the Holmes' distress signal, in the form of a shot, for illuminating purposes, to be fired from mortars at ranges varying from 500 to 2,500 yards. These signals possess the remarkable property of emitting a very powerful white light the moment they come into contact with the water, and when once ignited are absolutely extinguishable by either wind or water, and burn with a persistency that is almost incredible, thirty or forty minutes being an average duration. The shot containing this light is constructed so as to be buoyant upon the water, and, at the same time, with sufficient rigidity of form to withstand the concussion of the powder. Upon striking the water at the required range, the shot, floating up to the surface, immediately bursts into a brilliant flame, with great illuminating power. Some half-dozens of these shots fired from an ironclad or gunboat would effectually surround her with an impassable cordon of light at any required range, and by such a device, while the vessel herself would remain in darkness, the enemy's movements of attack would become plainly discernible, and any attempt to break through the illuminated zone of light be at once detected, however dark the night.

THE HOME FOR ASIATICS.—The Home for Asiatics, at Limehouse, held its twentieth annual meeting last week, at the Institution, the Marquis of Cholmondeley, the president, in the chair. This institution was established in 1857 for the purpose of providing shelter, protection, food, and clothing for destitute Asiatics of all nationalities. Since its foundation it has afforded refuge to 6,232 natives of Asia; 1,450 were destitute cases. Inmates have deposited for security £15,090 in money and £6,400 in watches and trinkets. Twelve thousand Bibles and 90,000 Testaments have been distributed among them. The report, which was read by Captain W. D. Chapuan, shows that during the past year the Home has sheltered 314 Asiatics, of whom 110 were destitute; 137 of the inmates were natives of India, 65 coming from China, and 99 from East Africa, Arabia, and Turkey. Of those received during the past year into the Home 292 came in English ships. The Society's missionary reports having paid 100 visits to thirty-seven large steamers and ships, when he addressed in all 1,677 men and distributed 853 copies of the Scriptures. The most extensive field of labour was among the ships of the P. and O. Company and those of the British India Company. The year's receipts amounted to £2,189, and the expenditure was £2,128, carrying forward a balance of £61.

FAILURE IN THE SILK TRADE.—At the Court of Bankruptcy on the 6th inst. the case of Messrs. Pursell, Howard, and Daniels, who are silkmen, of Great Winchester-street-buildings, and of Macclesfield, came before Mr. Registrar Murray. The debtors have petitioned for the liquidation of their affairs; and the failure is one of some magnitude in the silk trade. The debts amounted to about £53,000, but many of the creditors were secured, leaving an unsecured balance of about £13,000. An application being supported by creditors for £40,000, the Registrar appointed Mr. Mesnard, of Old Jewry-chambers, to the office of receiver and manager.

DR. PAUL GOLDSHIMID died at Galle on the 7th ult. He had been appointed by the Ceylon Government to collect and edit the rock inscriptions and to report on the ruined temples and cities of the island. During the two years and a half that he was thus engaged on the archaeological survey he had collected a vast mass of materials for the elucidation of the ancient history of Ceylon, some of the results of which have from time to time been published.

THE PRINCE OF WALES held a levee at St. James's Palace on Thursday, at which General Grant was presented. The presentations, which numbered 400, also included Sir Thomas Sidgreaves, Chief Justice, and Dr. Hampshire, Colonial Surgeon of the Straits Settlements, and Major-General Sir Harry Ord.

THE CHINESE ENVOYS.

The Envoys have visited Westminster Abbey, being shown round the building by Dean Stanley. It was explained to them that it was the burial place of the English Kings, celebrated statesmen and literary-men, similar in this respect to the "Hwang-Ling," and "Chén-Ling" in China—the former the burial places of Emperors, and the latter of literary celebrities. They were struck by the fact of the oldest part of the building being 800 years of age, and of the English Parliament having as much as 600 years ago met in the building. The First Minister, Kuo, was present at the State dinner given by the Secretary of State for Foreign Affairs on the 2nd June; and he afterwards attended the reception of the Marquis of Hertford, the Lord Chamberlain. On the 5th inst. the Envoys visited the American Minister and met General Grant; on the 6th they were present at the Duchess of Argyll's garden party, and on the 7th they were present, as is required by official etiquette, at the levée held on behalf of Her Majesty by the Prince of Wales.

THE MESSAGERIES MARITIMES COMPANY.

The report of the above Company, presented to the meeting of Shareholders on the 29th May last, gives the details of the working of the steamers during the year 1876. The gross value of the fleet on the 31st December 1875, was £108,566,334.14, and, deducting therefrom the amount for vessels disused and written off (amortissement) of £42,922,535.22, the net value was £65,643,778.92. The increase in the value of the fleet on Dec. 31, 1876, as compared with the same date in 1875, was £521,807.24. The *Parana*, which has been built at Ciotat, and destined to work on the bi-monthly service between Brazil and La Plata, made its first voyage on the 20th September last year. With regard to the *Seyne*, which was constructed by the "Societe des Forges et Chantiers de la Méditerranée," some years back, the report states that the company obtained possession of the vessel in virtue of an adjudication at Horore in the month of March 1876. This vessel has been overhauled and repaired, so as to become perfectly suited to the requirements of the company. She made her first voyage in September last. The details of the voyages made by the Company's steamers show that the speed now attained exceeds the good results in 1875. The Brazil boats have reached the annual mean of 11·84 knots per hour; those of the China line 11·25 knots, and those of the Mediterranean 11 knots. Last year the general average of speed for the whole of the vessels of the Company was 11·50 knots; this year it is 11·68 knots. An improvement to the extent of 4½ per cent. in the traffic on the Indo-China line is noticed in 1876 as compared with the previous year. The products of all the services for that year show a trifling falling off of 1·84 per cent. as compared with the year preceding, but they are practically on a par with it, when the journeys accomplished respectively are taken into account. The revenue of the Indo-China line, however, shows a falling off of 4½ per cent. The reduction of receipts for passengers has been a little more than 6 per cent., principally on the main line and on the branch to Japan. The reduction on freights has been 3½ per cent., chiefly on the main line and the branch to Calcutta. The branches to Japan, Batavia, and Mauritius have on the other hand, sensibly progressed. The fact which is most striking on considering the traffic of this large Indo-Chinese line is that in 1876 the fall in returns has coincided with an augmentation of the conveyance, as it is shown that the number of passengers had increased during that year 42 per cent., and the quantity of goods 8½ per cent. in comparison with the previous year. The commercial crisis which still weighs on these regions has worked in with a multiplicity of circumstances to bring about a fall in the rates of freight, of which the Company's steamers, in common with all shipping, have felt the consequences. The report shows that the reserves for assurance were on the 31st December, 1876, £5,404,147.29, and at the end of 1875 they were £5,44,109.39, thus showing a small excess of £16,962.10. The expense of 1876 compared with the previous year, show a falling off of £1,340,856.93, which is counterbalanced, however, by an almost corresponding falling off in receipts (part of which results from the withdrawal of £476,833 of the Government subsidy). The directors in consequence propose the distribution of a dividend of 35 per share. This is the same amount as was declared in 1876, and the report frankly admits that perhaps it may not be considered too favourable under the circumstances in which it is presented. The events which have recently troubled the East of the Mediterranean make it very difficult to form any estimate of the results of the current term of business. The Danube and the north of the Black Sea are at present closed to the Company's steamers, and it is impossible to ignore that the war will affect the receipts from this portion of the Company's service. Account must however be taken of the commercial operations which war generally brings with it, and in this connection it is pointed out that the greatest part of the wants of consumption do not disappear with the complications which war engenders, and it is natural that trade should seek in regions left outside their influence those products which the countries occupied by the armies cannot as under normal conditions furnish. It may

thus be hoped that, thanks to the variety and diffusion of the Company's services, compensation will be found elsewhere for the difficulties which affect the trade with Constantinople.

The working account for 1876 is as follows:

Receipts of all kinds	£50,037,702.28
Expenditure including depreciation and Insurance	£4,284,961.25
Excess	£5,752,741.03
Deduct Interest on Bonds	£1,330,186.25
Leaves Balance of profit	£4,422,554.78
Of this 5 per cent. is to go to Reserve, say	£221,127.73
A dividend of 35 per share (of which £1.15 has been already paid in December last) is	£4,200,000.00
Leaving Balance to account of 1877	£1,427.05
	£4,422,554.78

THE CASE OF THE AGRA BANK V. MACCALL.

The award of Mr. J. Thos. Kingdon Kingdon, Q.C., who was appointed Arbitrator in the above case, was issued on the 5th inst. After setting forth the authority of the arbitrator, and other technical facts, the document runs as follows:

"Whereas it was admitted before me on the said reference that no imputation rests upon the defendant's character for honesty in the service of the plaintiffs, and it was agreed that I should certify this fact in my award, which I certify accordingly, and I also certify my concurrence therein; now I the said arbitrator, having so taken upon me the said reference as aforesaid, and having heard, received and considered the allegations and evidence made, given and produced before me, by and on behalf of the said parties respectively; do make and publish this my award, in writing, of and concerning the matters so referred to me as aforesaid in manner in following: that is to say, I find and award the several issues joined in the said action do stand, but that the claim in the declaration be reduced to the sum of £10,133 12s. 6d., for which last mentioned sum I award and order that the verdict entered for the plaintiffs do stand; and I further award and order that the defendant shall and do pay to the plaintiffs or to their attorney, Mr. John Morris, on demand, the plaintiff's costs of the said reference to be taxed by the proper officer of the Court, and shall and do bear and pay his own costs of the said reference; and lastly, I award and order that the defendant shall and do pay the costs of this my award, and that if the plaintiffs shall pay the last mentioned costs on taking up this award, then that the defendant shall and do pay the plaintiffs or to their attorney, Mr. John Morris, on demand, the sum which the plaintiffs shall have so paid on account of the said last mentioned costs as last aforesaid. No matters in difference between the said parties other than the matters in difference in the said action were brought before me by or on behalf of either of the said parties respectively; in witness whereof I have hereunto set my hand this 5th day of June, in the year of our Lord 1877.

Signed "T. K. KINGDON."

"Signed and published in the presence of F. Bugby, Clerk to the said T. K. Kingdon, 4, Paper-buildings, Temple."

THE JAPAN INSURRECTION.

The *Pall Mall Gazette* of the 8th inst., referring to the above subject, says there is no doubt that Japan is now passing through a very serious crisis in its history. The insurrection has attained formidable proportions, and the resources of the central Government are sorely taxed. At present the revolt has been confined to the island of Kiushiu. This is a most important matter, both because it enables the Government to concentrate all its strength in that locality, and because it tends to show that the real causes which have led to the movement are not general. We previously pointed out that the Samourai class in Japan amount to a large proportion of the population of the country, and if common grounds of complaint were to lead to a general rising of this class, the results might be most serious. If, on the other hand, the feeling of active hostility to the present régime is local, the Government will in all probability soon obtain again the upper hand. Some even go so far as to assert that the grievances of the Samourai class, even in the Kagoshima Ken, had but little to do with the revolt, and that it is to be attributed almost entirely to personal rivalry and animosity directed against certain members of the present Ministry—notably against Okubo, Minister of the Home Department; Okuma, Minister of Finance, and Ito, Minister of Public Works. There is no doubt that feudal notions are only partially extinguished in Japan, and that those who were but lately armed retainers are still ready to follow the wishes of their chiefs even if these lead them to overt acts of rebellion.

There are two great leaders in the Satsuma clan—Saigo Takamori and Shimadzu Saburo. The latter has remained loyal to the Government, or at least neutral; the former is the head of the revolt. Saigo was most prominent in the restoration of the power of the Mikado. He possesses undoubted courage, great talent, and a prestige earned by unvaried success. For some time after the restoration he was one of the chief supporters of the central Government. His advice was almost law. He held the post of Commander-in-chief of the Mikado's forces. His position in Japan may be compared to that occupied among us by the old Duke of Wellington. But lately his popularity, except among his own clan, has been somewhat on the wane. When a mission to Corea was proposed he wished to

be named Ambassador; but, after great hesitation, it was decided that it was not prudent to send him. Later, Kuroda and Enouyé were named joint envoys. After their successful return the rivalry between Saigo and Kuroda continued to increase; but still it was considered impossible that Saigo could ever seriously attack the Government he may be said to have created. It was known that some of the Satsuma malcontents had applied to him to assist them, but he is reported to have said that 'they might kill him if the country would be benefited, but that while alive he would never assist in a rebellion.' What caused his ultimate defection is still a matter of surmise. The best-credited report is that he believed a plot to assassinate him was organised by Kawagi, the head of the Government police; that he proposed to proceed to Kioto with an armed force to demand redress from the Mikado, and that this being resisted, he defied the national army. Be this as it may, he has now entirely thrown off the mask, and, though still pretending that his loyalty to the Mikado is unshaken, he commands the large insurrectionary force, estimated at about 20,000 men.

This insurrection, serious as it is for Japan, is also affecting in a very injurious way the trade between that country and England. Imports have dwindled down to an insignificant amount, and no confidence is felt in the future. It is to be hoped that this state of things will prove to be merely temporary, and that the demand for our manufactures from one of our most promising customers is not likely to fall off permanently. But there are signs that English popularity is not increasing in that country, and that, justly or unjustly, most of the grievances are attributed to us. If it is necessary to reduce the pensions of the Samourai, the reason assigned is that treaties prevent the Government from raising the funds it requires by Customs duties, as in other countries. The Japanese papers point out that while the Customs in England produce over £20,000,000, or more than one-fourth of its revenue, those in Japan amount to only about £350,000, or less than one-thirtieth of its receipts. It is, however, probable that if a free revision of the commercial treaties were permitted to Japan, the fiscal advantage would be comparatively small; but the refusal by foreign countries to permit it to act in this matter as it thinks best is a continual sore. When rice reaches an unheard-of price, foreigners, and particularly the English, are blamed, and foreign trade is said to be ruining the people. Much of all this may be owing to false notions, based on merely a smattering of commercial knowledge; but our object should be to leave unsettled no real grounds of grievance, or in the long run we shall find we have been checking what we really want to promote—namely, an increase of our trade and proper confidence in our relations.

THE VOYAGE OF THE IMMORTALITE.

The subjoined is an account of the voyage of the Immortalité, one of the vessels of the Detached Squadron, which returned home lately from the Far East:—

The Immortalité was commissioned at Portsmouth on the 14th of October, 1872, by Capt. Algernon M. L. Lyons, and on the 8th of December arrived at Portland, the rendezvous of Admiral Campbell's squadron. A few days later, the squadron, which consisted of the Narcissus (flagship), Immortalité, Aurora, Endymion, and Doria, anchored at Plymouth. After a short stay, the Immortalité was despatched to the Irish Channel in search of a derelict, the Margaret Pollock, which Captain Lyons succeeded in finding. Owing, however, to a continuance of heavy gales, he was unable to keep in company with her, and as his ship had started a serious leak it was deemed advisable to return to port, and she accordingly put back to Portsmouth on the 6th of January, 1873. The necessary repairs took more than a month to complete. In the meantime Admiral Campbell left with the other ships of the squadron for Madeira and the West Indies, the Immortalité joining company with them at Barbadoes on the 11th of March. The squadron then proceeded to Trinidad, thence to Jamaica, touching at several ports in the Windward Islands and at St. Domingo, and onward to Halifax, where orders reached them to proceed to Gibraltar, which port they reached on August 8, 1873. The squadron was then employed for some months on the coast of Spain in consequence of certain difficulties arising out of the Civil War in that country, and more particularly on account of the Intransigentes, who, having possessed themselves of several Spanish men-of-war, were behaving in a somewhat novel and irregular manner. The squadron cruised about from port to port, sometimes singly and sometimes in company, the officers taking the opportunity offered by their stay at Malaga to visit Granada, Seville, and Cordova. On the 17th of November the Immortalité was detached on a cruise to the coast of Morocco, as the bearer of the usual congratulations to the new Emperor on his accession to the Throne; and having first called at Tangier to embark the Moorish Minister, Seyd Mahomed Bargash, family, and suite, she proceeded to Rubut, where the Emperor was residing with a large following of motley, but picturesque troops. Capt. Lyons and some of his officers were presented to the Emperor. After this incident the squadron was ordered to Malta, and after refitting, cruised on the station until June, when it returned to Gibraltar, having visited Corfu, Athens, Symrna, Candia, Palermo, Sardinia, and other places. The Doria was then ordered to Halifax, but the remainder of the ships returned to England, where they were paid down and new captains and several officers appointed, Rear-Admiral Randolph being placed in command. On the 20th of September, 1874, the squadron, which now consisted of the Narcissus, Immortalité, Topaze, Newcastle, Raleigh, and Doria, the Immortalité being commanded by Capt. Hume, again left England, and after touching at various places, arrived at the Cape of Good Hope on the 3rd of April, 1875, where they remained a month to refit. The vessels returned to Gibraltar by St. Helena, Ascension, and St. Vincent, and shortly afterwards received orders to repair to Bombay to await the arrival of his Royal Highness the Prince of Wales, Rear-Admiral Rowley Lambert, C.B., being at the same time appointed to the command. The squadron arrived at Bombay on the 6th of September, after a tedious passage of 91 days, and one week at the Cape, which

was not more than sufficient for the performance of all necessary duties. Everybody in the squadron had opportunities of visiting famous places, seeing wonderful sights, and receiving Indian hospitality. After a considerable stay at Bombay the squadron visited Colombo, Trincomalee, and Calcutta, and then returned to Bombay. The orders were out, and the ships were to have sailed in a week for the Suez Canal, when, owing to Chinese troubles, a telegram arrived in time to arrest their return and to despatch four ships—the Narcissus, Immortalité, Topaze, and Newcastle—to Singapore and Hong Kong, where they arrived on the 7th of April, 1876. The squadron remained in Chinese waters during the negotiations between the two Governments, and visited Shanghai, Amoy, Japan, Chefoo, and Taliens. When at Chefoo Admiral Lambert hoisted his flag on board the Immortalité and proceeded to the Taku Forts, at the mouth of the Peiho River. Here the Commander-in-Chief, Admiral Ryder, and Staff, accompanied by Sir Thomas Wade and Admiral Lambert and Staff, proceeded up the river in the Vigilant and Mosquito to Tentsin, and thence to Peking. Several officers of the Immortalité also visited Peking and the Great Wall of China. Affairs having by this time been satisfactorily settled by diplomatic means, the squadron returned to Hong Kong in November, 1876, and having refitted, proceeded home via the Mauritius, Cape of Good Hope, St. Helena, Ascension, and St. Vincent, arriving at Plymouth on the 11th ult. In the first year of her commission the Immortalité sailed over 12,309 miles, and was 109 days at sea; in the second, 10,309 miles, and 108 days; in the third, 32,423 miles, and 228 days; in the fourth, 14,491 miles, and 134 days; and in the fifth 16,824 miles, and 120 days. During the whole commission, therefore, she had sailed over 86,356 miles, and been 697 days at sea, and 975 days in harbour, including 175 days fitting out, docking for repairs on her return from the Irish Channel, paying down and fitting out the second time at Portsmouth. In the five years she was 111 times in port, and visited 76 different ports, of which 69 were foreign and colonial. The following are the names of the officers who have served in the Immortalité the whole of her commission, from October, 1872:—Commander Alan B. Thomas, Lieut. of Marines T. K. Byam, Chaplain the Rev. A. Nicholls, B.A., Paymaster W. Warburton; Sub-Lieuts. J. W. Little and Montgomerie; Surgeons C. G. Woodsworth and I. H. Anderson; Engineer, G. F. Greaves; Boatswain, John Mahoney; Acting Sub-Lieut. Haswell and Navigating Sub-Lieut. Scott. Fleet Surg. J. C. Ingles served from the 4th of February, 1873. The Immortalité will be paid off into the Fourth Division of the Steam Reserve, and, as her hull is sadly out of repair, she will not probably be again called upon for service at sea.

THE SUEZ CANAL.

The subjoined Official Despatch from the Earl of Derby to Lord Lyons, dated 16th ult., has been published:—M. De Lesseps called upon me at the Foreign-office on the 10th instant, having, as he stated, come expressly from Paris to lay before Her Majesty's Government a project for regulating the passage of ships of war through the Suez Canal. I received him, in company with the Chancellor of the Exchequer, and he handed to me a draft project. After some conversation, I told him that the question of the position of the Suez Canal under present circumstances was a difficult and delicate one, and that I could not then say more than that the project which he had been good enough to submit to me should have full consideration. Her Majesty's Government have since carefully considered the project, and have come to the conclusion that the scheme proposed in it for the neutralisation of the Canal by an International Convention is open to so many objections of a political and practical character that they could not undertake to recommend it for the acceptance of the Porte and the Powers. Her Majesty's Government are, at the same time, deeply sensible of the importance to Great Britain and other neutral Powers of preventing the Canal being injured or blocked up by either of the belligerents in the present war, and your Excellency is at liberty to inform M. de Lesseps that Her Majesty's Government has intimated to the Russian Ambassador that an attempt to blockade, or otherwise to interfere with the Canal or its approaches, would be regarded by Her Majesty's Government as a menace to India, and as a grave injury to the commerce of the world. I added that, on both those grounds any such step, which Her Majesty's Government hope and fully believe there is no intention on the part of either belligerent to take, would be incompatible with the maintenance by Her Majesty's Government of an attitude of passive neutrality. Her Majesty's Government will cause the Porte and the Khedive to be made acquainted with the intimation thus conveyed to the Russian Government, and Her Majesty's Ambassador at Constantinople and Agent in Egypt will be instructed to state that Her Majesty's Government will expect that the Porte and the Khedive will on their side abstain from impeding the navigation of the Canal, or adopting any measures likely to injure the Canal or its approaches, and that Her Majesty's Government are firmly determined not to permit the Canal to be made the scene of any combat or other warlike operations. In stating this to M. de Lesseps, your Excellency will explain that Her Majesty's Government have thus taken the initiative in regard to the protection of the Canal on account of the pressing necessity, as regards British interests, of maintaining the security of the Canal, and they do not doubt that if the Canal were to be seriously menaced, the French and other Governments would adopt a similar course.

Subjoined is the "International Agreement" referred to above, submitted by M. de Lesseps:—"Since the opening of the Suez Canal, in 1869, complete liberty of transit through the Canal and the ports connected with it has been respected as well for ships of war as for vessels of commerce, and since the Franco-German War this has been done even by belligerent Powers. The Governments are now agreed to preserve the same liberty to every ship, whether of war or of commerce, under every flag and without any exception—it being understood that ships of war are subject to the necessary territorial provisions to prevent vessels in transit landing troops or munitions of war on Egyptian soil."

Naval and Military.

A telegram has been received at the Admiralty announcing that Vice-Admiral Ryder was at Yokohama on the 4th of June; he will leave for Hakodadi and the Russian Settlements on the 20th.

The Channel Squadron, consisting of the Minotaur, 17, armour-plated ship, bearing the flag of Vice Admiral Sir Frederick Beauchamp P. Seymour, K.C.B., commanding the squadron; Thunderer, 4, double screw armour-plated turreted ship; Achilles, 16, armour-plated ship; Lord Warden, 18, armour-plated ship; Black Prince, 28, armour-plated ship, bearing the flag of Rear Admiral W. M. Dowell, C.B., second in command; Defence, 16, armour-plated ship; Resistance, 16, armour-plated ship; and Valiant, has left Plymouth on the annual cruise, which will only extend at present round the British and Irish coasts.

Brevet Major W. R. Lascelles, Rifle Brigade, whose term of employment as Deputy Assistant-Adjutant and Quartermaster-General at Portsmouth will shortly expire, has been appointed Aide-de-Camp to Lieutenant-General Sir John Garwick, G.C.B., who will assume command of the Southern District on July 1. Major Lascelles served with distinction in the China War of 1860, receiving the medal and two clasps, and also in the suppression of the Indian Mutiny.

The following telegram has been received at the Admiralty from the Commander-in-Chief on the Pacific station, dated June 1, at Iquique:—"Rebel turret-ship Huascar committed piratical acts against British subjects. Shah and Amethyst engaged her off Ylo on the 29th. She escaped after dark, but so damaged as to surrender to Peruvian squadron." The Huascar was a ship of the Peruvian navy. No information as to how she got into rebel hands, or of a revolution having broken out again, has been received.

There has been a somewhat serious outbreak on the part of a section of the crew of the Alexandra, now with the Mediterranean fleet. Great discontent is said to prevail on board, owing to excessive drill and severity of punishment. The watch, which had been kept hard at work on deck about the sails on a Sunday, were ordered in the afternoon to get up ashes from the stokehole. The men also affirm that the captain ordered all the private provisions of their messes to be thrown overboard. They all refused to bring up the ashes, and the watch were made prisoners, but not till after the sights of the guns had been thrown overboard, and some of the live stock of the officers. Four of the ringleaders have been sentenced to forty-two days' imprisonment, and have been sent home. There has been considerable exaggeration in the reports of the occurrence, which has been sensationalized as a "mutiny." The facts are as above stated, the outbreak being confined to the watch in which it originated.

A series of torpedo experiments, intended to show the application of torpedoes to defensive purposes, has been given by Captain Arthur and the officers of the Naval Torpedo School, in Porchester Creek, Portsmouth Harbour. First, a steam pinnace, electrically steered, dropped a countermine, exploded by means of a slow fuse, which experiment was to illustrate the ease with which an enemy's mines could be destroyed, a countermine containing 500 lbs. of gunpowder being calculated to explode all torpedoes within a radius of 120 yards. Then a hand charge in a cask was exploded, the disc, composed of guncotton, weighing eight ounces. It is thrown at a vessel, and fired by a process similar to that of a pistol. Another experiment was with wet gun-cotton in a net. A charge of 15 lbs. was haulled away by the aid of ropes and fired with a detonator, the explosion sending up a tremendous volume of water to a considerable height. Afterwards a drifting countermine was dropped and exploded, the charge being 300 lbs. of gunpowder. This countermine has to be taken by wind and tide into an enemy's torpedoes. It was dropped from two barrels used for floating powder. The fall of the countermine was indicated by a slight explosion, and the destruction it would work amongst mines was demonstrated by the height to which a large mass of water was driven by its firing. With 2½ lb. of gun-cotton a chain cable of nearly 2 in. in thickness was subsequently broken—this experiment being an exemplification of the destructive power of this explosive material. It is computed that more than 100 lb. of gunpowder would not have effected the same result. The next experiment was with two outriggers with charges of 100 lb. of gunpowder. They were fired from beneath a rifle-proof steel shield. The explosion was terrific, although each torpedo was fired separately. The power of the charge might be increased to 33 lb. of guncotton, which would destroy any ship with which it came in contact. Four mines of 300 lb. each, with circuit closers, were fired in succession by the striking against them of a steam launch, the bumping influence affecting their mechanical arrangements so as to complete the electric circuit. The experiments, which were regarded throughout as most successful, concluded with the simultaneous explosion of a line of 12 countermines.

The Queen has approved of the following appointments as Field-Marshal:—General Sir William Rowan, G.C.B., Colonel of the 52nd Regiment; General Sir Charles Yorke, G.C.B., Colonel-Commandant Rifle Brigade and Constable of the Tower of London; and General the Right Hon. Hugh Henry, Lord Strathnairn, G.C.B., G.C.S.I., Colonel of the Royal Horse Guards. Sir William Rowan entered the army in 1803. He served throughout the Peninsular War and at the battle of Waterloo. Sir Charles Yorke, G.C.B., Colonel-Commandant of the Rifle Brigade and Constable of the Tower of London, entered the army in 1807. He also served in the Peninsula and at Waterloo. Lord Strathnairn is the son of the late Sir George Rose, formerly Minister Plenipotentiary at Berlin and Munich. He was born in 1803, and was for many years employed in the diplomatic service, but in 1820 he entered the 19th Regiment, and received successive promo-

tions until he became Lieutenant-Colonel and Equerry to the Duke of Cambridge in 1839. He served with distinction in the Crimean War, and during the suppression of the Indian Mutiny.

The new helmets have been sanctioned by the Commander-in-Chief. The material is of felt, with a brass spike on the top, and a brass plaque in front, consisting of a star surmounted by a crown, with the royal motto surrounding the regimental number. There is a brass scale chin-strap, and a small brass scale chain above the peak, which gives the helmet a light and handsome appearance. There is also a neck-piece behind, and the peak is of the Prussian shape. There is also a new forage cap for the cavalry, each class—Dragoons, Hussars, and Lancers—having a distinctive badge, which has been approved of after trial. The cavalry will be armed with revolvers.

Deputy Surgeon-General Thomas Moorhead, M.D., recently employed at Hong Kong, died at Tunbridge Wells a few days since, aged fifty-five years. He entered the Medical department of the army in 1845, and had served in the Crimean and Abyssinian campaigns.

The German squadron, under the command of Rear-Admiral Batsch, viz., the Kaiser, 10; flagship Deutschland, 10; Friedrich Carl, 16; and Preussen, 4, left Plymouth Sound on the 6th inst. for the Mediterranean.

Assistant-Paymaster McLean, of the Active, has been tried at Portsmouth, by court-martial, for desertion and appropriating £10 to his own use. He was dismissed the service with disgrace.

A Greenwich Hospital Pension of £50 per annum has been awarded to Major Thomas Waters, Royal Marines, it having fallen vacant by the death of Colonel J. K. Willson.

The launch of the Japanese corvette, building by the Milford Haven Shipbuilding Company, is fixed for the 12th inst.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore New Harbour Dock Company, Paterson and Simons, agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills, Paterson and Simons, agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook and Co., agents, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82 Broad-street.

China Traders Insurance Company, Limited, 3, St. Michael's-alley, Cornhill, W. Schmidt, Manager.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Leadenhall-street.

German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newman's-court, Cornhill.

Hong Kong, Canton, and Macao Steamboat Company (Limited), John Batt and Co., Agents, 39, Old Broad-street,

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman. Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, D. McLean, manager, 31, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, P. Campbell, chief manager.

* * Companies omitted in the above list will be included if the particulars are forwarded!

INDIAN FINANCE.—The home accounts of the Government of India for the year 1876-77 have been published. The total receipts from April 1, 1875, to March 31, 1876, were £18,489,710 7s., and the total disbursements £17,569,811 10s. 6d.; balance £919,898 16s. 6d. The estimated receipts for the year ended March 31, 1877, were £21,103,468, and the disbursements £18,388,853, leaving a balance of £2,714,615. The debts in England of the Government of India on March 31, 1877, amounted to £56,320,632, and the credits to £12,252,248; excess of debts over credits, £44,068,384.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, JUNE 11, 1877.

IN another column we publish an important despatch with regard to the Suez Canal. It will be seen that M. DE LESSEPS proposed to Lord DERBY a "project" for the neutralisation to be adopted by the European Governments in concert, but that Her MAJESTY'S Government have declined to adopt that project, and have informed M. DE LESSEPS of the intimation made by them to the Russian Ambassador that any attempt to blockade or otherwise to interfere with the Canal or its approaches would be regarded by them as a menace to India. It is satisfactory to note that the course pursued by Lord DERBY was approved by the shareholders at the meeting in Paris.

WE publish in another column the award made by the Arbitrator in the case of the AGRA BANK v. MACCALL, which has been so long under consideration. It will be seen that, although when the case was referred, all imputations against the defendant personally were withdrawn, judgment has been given against him. We trust, however, now that the Bank have—for their own benefit, and that of other banks—vindicated the principle of the necessity of strict adherence to instructions, the matter will be allowed to rest, and that the defendant may not be pressed for the sum which has been awarded, amounting to over £10,000.

WE learn with pleasure that the statements which were some time back made, to the effect that the idea of establishing an India and Colonial Museum would have to be abandoned in consequence of a want of support in official quarters, were premature, if not altogether unfounded. Mr. GRANT DUFF will shortly bring the matter to the notice of the House of Commons.

WE are glad to notice that the Government is quite on the alert as to the possibility of difficulties in the Far East, growing out of the present war. It will be seen by a telegram under our Naval and Military Intelligence that Admiral RYDER was to leave Yokohama for Hakodadi and the Russian Settlements on the 20th inst.

MR. DAVID JENKINS, M.P., has given notice of a motion in the House of Commons with reference to the high rate for pilotage levied by the Suez Canal Company, which he holds to be contrary to the spirit of the International Convention of 1873.

PROGRESS IN SIAM.

SIAM is a kingdom which, as most of our readers are aware, has not realised all those golden dreams of commercial successes that were formed in ignorance of the real nature and wants of its people when the country was first opened by Sir JOHN BOWRING's treaty more than twenty years ago. Labour is dear and bad, partly owing to the former existence of slavery, and the trade has for many reasons drifted into Chinese hands. Still it is satisfactory to know, as we do now by long experience, that there is in Siam a growing demand for English wares, a supply of rice and other staples which makes the export trade more than pay for the imports, and, above all, a steady desire on the part of those who rule to develop their resources and progress in civilisation. Let us add that the Siamese are a kindly, intelligent people, constant in their friendliness

to Great Britain, and so little given to crimes of violence that European life is perhaps safer in Bangkok than it is in London. We are glad to have been able lately to make public in our columns the useful and energetic steps which the King of SIAM is taking to promote the welfare of his dominions. The repression of the robbers who haunt the jungles along the remote trade-routes notoriously taxes the energies of our own officials in Burmah, but the latter are now seconded in that difficult duty far more ably than was once the rule, and very stern measures, indeed, have recently been taken by the Siamese provincial authorities to make an example of the dacoits. Roads constructed with judgment and economy tend in the highest degree to raise the value of land, to develop agriculture, encourage trade, and augment the revenues. Nothing can, therefore, be wiser than the scheme which is now on foot at Bangkok for bringing Korat, by means of a tramway, into quick and easy communication with the capital. The Korat provinces are among the richest and best parts of Siam, yet the chief reach those districts by an elephant track, and commodities are conveyed between Korat and the river bank by paniers on oxen. A little blasting-powder and engineering skill will work wonders in this direction. The construction of telegraphs, too, so as to bring Bangkok into direct and immediate connection with Europe, and with all the great emporiums of trade in her immediate vicinity, would be an achievement the benefits of which it is impossible to over-estimate. What, for instance, can be of more prime necessity than for a State to defend the wealth of its subjects (the wealth of the citizens, for example, is the true safeguard against famine), and in a kingdom such as Siam, where the staple export trade is, from the nature of things, a most speculative one, telegraphic intelligence of the fluctuations in the foreign rice markets of the ports which are over-stocked with rice, and of the places where a scarcity is apprehended, would be of immeasurable consequence?

The protection of property and life from fire is another matter of which we are glad to observe that the King of SIAM is not losing sight; and, indeed, look which way we will, there are signs that the Monarch and his Ministers are setting earnestly to work to effect improvements. In an Asiatic country progress can rarely hope to be rapid; solidity and the certainty that the undertaking set in hand are such as will bear fruit should be the main considerations. Hurried changes rouse disaffection, and make matters worse than before. A good sound metallic currency, abundance of the circulating medium, and smaller change in plenty, are things vital to commerce, and we rejoice therefore to learn that the Siamese have already put their currency on a sound convenient basis they have hitherto had the wisdom also to avoid foreign or internal debts, and we hope that they will long continue to follow this policy, effecting improvements with what speed they may, but steering clear of public liabilities incurred for works which perhaps prove unremunerative. Adventurers from abroad, whose sole object is personal plunder, will no doubt flock to Bangkok, but we recommend the Siamese to turn a deaf ear to all their shallow glowing representations. The experience of an intelligent native ruler is commonly the safest guide to what is really for the good of the people. The temptation to issue paper-money should also be resisted. Bank-notes are as useful as they are profitable in a society where commercial credit stands high, and where the institutions have been so thoroughly organised as to afford reasonable protection against fraud. But in Siam the issue of bank-notes would expose the Government to the wiles of Chinese forgers, and damage the reputation of the country by the consequential financial entanglements. The development of the mines, we understand, has the attention of the Government, and is only a question of time. Some good engineers have been engaged to assist in the matter. We heartily approve the course which the Siamese authorities are pursuing, and we wish them all the success which their efforts merit; but in taking leave of them for the present let us offer them one friendly suggestion—it is this: let the incidence of taxation be inquired into, and let the sources of public revenue be readjusted. Nothing so strangles commercial enterprise, and, by consequence, reduces the exchequer receipts, as a clumsy, oppressive fiscal system.

THE P. AND O. COMPANY'S MEETING.

THE proceedings at the half-yearly meeting of the P. and O. Company, which took place on the 5th inst., did not present anything especially new, but are satisfactory as showing that the directors are steadily persevering in the policy which they have for some time past proposed to themselves, and which has met with the approval of the shareholders, and of those of the general public who feel an interest in the prosperity and success of this important institution. While preserving due economy in the working of the company's business, the directors are at the same time careful to maintain the high standard of their vessels both for carrying cargo and for the accommodation of passengers; and are steadily moving with the times—unfortunately by no means easy ones—and replacing such vessels as are no longer suitable to the altered state of trade by such as have all the advantages which have been introduced by modern naval architecture. The sale of the *Columbian*, and the order given to Messrs. CAIRD and Co. for the *Kaiser i-Hind*, a magnificent vessel of 4,200 tons, formed the main features in the matters discussed in the Chairman's speech, and to judge from the particulars given, the Company may certainly be congratulated upon the prospect of an accession to their fleet of which they will have just reason to be proud. As regards the working of the Company and its financial position, the explanations of the various matters set forth in the report were in every way encouraging. As the Chairman observed, the dividend was satisfactory, considering the continued great stagnation of trade which has had to be faced. As much as £70,500 of the debentures had been paid off since the last report, and the directors hoped to be able to pay off a further sum without being called upon to replace it by the debenture stock, which, however, they have authority to issue, should it appear desirable to do so. The efforts which have been made to place the Company upon such a basis as will enable it to meet the altered state of affairs in the present day are thus steadily succeeding; and there can now no longer be any doubt in the minds of the most sceptical that it will be able to hold its own and maintain its old *prestige*, notwithstanding the persistent and insidious efforts which are made by the issue of pamphlets and the like discreditable tactics to damage its reputation. It might have been thought that the ex-employé of the Company who has so long indulged in this amiable amusement would by this time have seen the folly of persevering in what it has become only too evident everybody either at the meeting or away from it regards as miserable and contemptible attempts to do injury. It may, however, not be unreasonable now to hope that for the future this gentleman will show as much discretion out of doors as he did in the room, where, though temperately and courteously challenged by one of the shareholders to explain what possible reasons he might have for the issue of his last *brochure*, he had the commendable prudence to refrain from doing so.

Correspondence.

OPIUM AND TOBACCO.

(To the Editor of the *London and China Telegraph*.)

SIR,—I fully concur in the regret which you express that Dr. Ayres, the Colonial Surgeon of Hong Kong, should have made so ill-considered and ill-advised a statement as that "the use of Opium in moderation is no more harmful than tobacco." My own experience and the experience of all who have had an opportunity of judging goes diametrically against any such opinion, and I can confidently appeal to the numerous readers of your paper both at home and in China to confirm this statement. I am not at all prepared to say that opium-smoking is as injurious as has been represented by some of its more energetic opponents; but most unquestionably it is far more so than tobacco; and even those who do not endorse all that is said as to the extreme injuriousness of the drug must regret that so exaggerated a statement has been made on the other side. Dr. Ayres seems to be a homœopathist, at least on this subject, and on the principle of "*similia similibus curantur*" seems to think that he can correct one exaggeration by himself making another.—Yours faithfully,

London, June 6, 1877.

IN MEDIO TUTISSIMUS.

MISSIONARIES AND MORALS IN CHINA.

(To the Editor of the *London and China Telegraph*.)

SIR,—Your correspondent "T." who is evidently either a Missionary gentleman himself or so friendly to that class that he may be fairly looked upon as their advocate, takes exception to

the remarks which you made as to the inadvisability of missionaries seizing such opportunities as they have for coming before the public, in order to fire shafts at their countrymen in the East. I cannot but admit—and I do so with great pleasure—that your correspondent treats the subject in a thoroughly fair and reasonable spirit; but at the same time I think he goes farther than common sense or justice will warrant in his defence of the intemperate harangues which are occasionally made from the platform at Exeter Hall, and other similar places. I would be the last to wish to see any pressure brought to bear upon Missionaries or any other people to prevent them from frankly stating their views and opinions upon all subjects; but my objection to the speeches that are frequently made by them is that they are exaggerated in themselves, and are addressed to people unacquainted with the circumstances to which they relate—in a word, that they are both objectively and subjectively wide of the strict truth. People at home, judging from the nature of the society in which they live, are unable to appreciate the necessary shortcomings of places far away, and, unlike your correspondent, make no allowance whatever for "the absence of much that civilises and refines" those here, while they also overlook the great publicity which the acts of private persons of necessity attain in small places, and which in China brings into unpleasant prominence much that is fortunately hidden from, at all events, the general view here. Your correspondent "T." appeals to any reasonable and sober-minded person at home whether "there is not very much that requires correcting in the way of life in China"—and in return I would also appeal to the said sober-minded persons whether (with far less excuse) there is not very much that requires correcting in the way of life at home. If allowance be made for the different circumstances attaching to each place, I suspect the truth is, we find things very much the same in them both, and it is neither wise nor charitable to indulge in strong invective, and to hold residents in the East up to reprobation with regard to actions which, however deeply they are to be deplored, differ rather in form than in substance from what unfortunately we find in all parts of the world. In speaking of such matters to audiences who know nothing of the surrounding circumstances, justice demands that those circumstances should be explained; but, in lieu of doing this, Missionaries too often make sensational speeches which, addressed to hearers unable to supply what is omitted from their own knowledge, have the effect of representing matters far worse as than they really are. This habit I should like to see corrected; and I am confident that by doing so Missionaries will find they will greatly increase their influence in combating the evils upon which they are in the habit of enlarging, and which I need scarcely say I deplore as heartily as they do. Exaggeration and deviation from truth, even in the best cause, have never worked any real good, and I cannot but think that Christian influence would have been much more felt in China but for the unfortunate habit of overstating the facts, to which you have drawn attention.—I am, Sir, your obedient servant,

London, May 30, 1877.

OLD CHINA.

THE STRAITS SETTLEMENTS ASSOCIATION.

(To the Editor of the *London and China Telegraph*.)

SIR,—I observe that you call attention to the split which has occurred among the members of the Straits Association, and as I have some acquaintance with what has taken place I may perhaps be able to throw a little light on the subject. Some of the members assume that they are the true conservatives of the Association, resisting attempted modifications of its original character; and secondly, they seem to regard the interests of the Colony as in the hands of the non-official members of Councils, and to be desirous of leaving them there. Now, as to the first point; the history of the Straits Settlements Association is a sufficient answer. Anyone who recalls the activity which characterised it, some years since, when grievances were new and keenly felt, will know that almost every step taken was taken at home, and was not suggested, much less dictated from abroad. The criticism of colonial expenditure, the protest in favour of economy, the successful warfare waged on behalf of the independence of the judges, which wrung from Lord Granville a speech in the House of Lords, all these points, and many more, were the result of thought and action by the Association in London. The members of it have always claimed to be representatives and not mere delegates, the position to which it is now proposed to relegate them. As to the second contention, gentlemen who urge that the non-official members of Council are a sufficient representation of the general interests, must shut their eyes to facts and to the tradition of the Colonial-office. In the eyes of the Secretary of State for the Colonies there is but one medium of communication between him and the colonists—I speak, of course, of Crown Colonies that—medium is the Governor, and to imagine that any adequate return is got from the services of the non-official members is contrary to the experience of every Crown Colony. Even if it were the case, the increasing difficulty of finding the best men in a colony, ready and able to give up their time to the work of legislation should make it evident that it is wise for the colony to utilise help wherever it is offered. Unless I misread the signs of the times, the Straits Settlements will need help soon enough,

and to attempt at this moment, to paralyse the exertions of the Association is a mistaken, however sincere a policy. It is time, at all events, that this policy were put before the public in the Straits, and their opinion taken upon it; time also, I think, that the majority of the Association here should go on with any measure decided on, even if a small but influential minority dissent; for as I have said, with all respect to those composing the minority, the grounds of their dissent are untenable.—Yours faithfully,

OBSERVER.

London, May 28, 1877.

SALES TO ARRIVE IN JAPAN.

(To the Editor of the *London and China Telegraph*.)

SIR,—In an article under the above heading in a recent issue of your journal there are remarks regarding our Japan firm and Mr. Willcox which are so manifestly calculated to create a false impression that we beg you to give space in your columns for the counter views we desire to express. Few of your readers who are acquainted with the import trade in Japan will deny that the "custom" or understanding exists that if there is, as you say, only a trivial difference in value, goods sold to arrive, not equalling the sales, samples are taken delivery of at a fair valuation for such difference. The difference in question was 25c. per piece, or 2·84 per cent. on the sales price. Mr. Willcox did not offer this allowance because he thought it a just one, but simply because "the market had fallen 90c. to \$1.00 per piece, and the defendant would not come to terms." This is in evidence, and yet you assume that the allowance of 25c. was made solely on account of the inferiority of quality, and call it "a large difference." To any expert in Velvets it is well known to be impossible to get 300 pcs. finished exactly alike in shade of colour, cutting, &c., and certainly a difference of only 2·84 per cent. (even if admitted to be a fair valuation) is not "a large one." Your remarks on the "Opposite Case," where a Japanese sells silk or tea, are, we submit, entirely contrary to the experience of the Trade. Few parcels of either article are delivered up to sample, and "rejections" of the whole, or part, or "allowances" are the rule and not the exception. As the interest of a client were involved, Mr. Willcox was advised *not* to accept the decision of the Japanese Court, but to hold the bargain money of \$150 subject to the decision of the only Court whose decisions are binding on him, viz., the English Court. The result is known, and few will doubt that the law, as well as justice, was as fairly administered in the English as in the Japanese Court. As we understand it, a similar point is involved in a case in the Silk Trade here, shortly to be argued in the London Courts. Pending decision in that case it would be presumptuous to argue which of the Courts in Japan has given a correct verdict.—We are, &c.,

TEMPLE WILLCOX and Co.

London, June 6, 1877.

THE CHINA MERCHANTS' REPORT.

(To the Editor of the *London and China Telegraph*.)

SIR,—No doubt, as you observe, the China Merchants' Steam Company's Report is an important document in its way; but I scarcely think, if the facts set forth in it are even to be fully relied upon, that it can be taken as giving any very flourishing picture of the state of affairs. Time will show what the Company can do when they get to the matter of repairs and renewal of the fleet. If all that we know of the Chinese can be taken as a guide in this matter, it is here where the shoe is certain to be first found pinching. The Chinese, shrewd men though they are, seldom allow sufficient for the inroads of time, and are most unwilling to expend money to repair them. The likelihood is that the Chinese shareholders in the Company and the native officials who now support it will begin to get a little impatient when funds are wanted, as they undoubtedly will be, for this purpose.

I cannot also but regret the rather childishly anti-foreign tone of the report. It is scarcely wise, even when one's ground is unmistakably strong, to invoke opposition needlessly; it is clearly foolish to do so when one's ground is at best of a doubtful character.—Your obedient servant,

HOO-LOONG.

London, June 4, 1877.

Literature, Science, &c.

The war-note recently sounded in political circles has found an echo even in the peaceful realms of Literature. The chief activity in the publishing trade has been in what are called "War Maps," and beyond these there is hardly a noticeable book either in preparation or for sale. The "Bible and the Koran," "The History of the Ottoman Empire," "Travels in Russia," "The Slavonic Provinces of Turkey in Europe," and one or two more books, more or less referring to the present struggle, seem to be those chiefly interesting to the public just now. Poets, of late years unusually prolific, are not to be restrained; Mr. Austin Dobson issues, through Messrs. King, a new and very welcome volume of his neatly finished and scholarly verse—verse, the structure of which ought to be studied;

Mr. Aubrey de Vere sends out the first volume of his poems, and the very singular, and in some cases most original, poems of Matthew Arnold are issued in a new edition of two volumes. Lovers of modern art are promised a treat by Messrs. Cassell, Petter, and Galpin, who will shortly publish "The Royal Academy Album," consisting of a series of photographs of some of the works in this year's Academy. Mr. Gladstone's speeches on the Eastern question will be issued in a popular form.

The *Academy* notices that the tenth number of *Mélusine* contains two long and interesting original communications. The one is an article, occupying ten columns, by M. H. de Charency, on a number of American legends in which a subterranean origin is attributed to the human race. The other is a reply by M. Loys Brueyre to a letter which M. Emmanuel Cosquin contributed to the seventh number of *Mélusine* on the origin of Popular Tales. Commenting upon the story of the two hunchbacks and the fairies, generally connected in the West of Europe with a song in which the days of the week are named, M. Cosquin compared it with the similar story in Mr. Mitford's *Tales of Old Japan* about two wen-marked guests at a fairy gathering, and then proceeded to argue in favour of the Asiatic origin of European folk-tales. M. Brueyre disputes the correctness of M. Cosquin's views, believing that the Japanese tale has been borrowed from Europe. But, since the publication of Mr. Mitford's book, Mr. C. W. Goodwin has communicated to the Asiatic Society of Japan (in a paper read on March 17, 1875) a complete version of the Japanese tale in question, taken from a Japanese work entitled *Stories Omitted from the Uji Collection*, of which Mr. Goodwin says:—"This book was first printed in 1664, but is supposed to have been written in the thirteenth century, the author being unknown." Several other European variants of the story are given in the present number of *Mélusine*.

Tropical Agriculture. By P. L. SIMMONDS. London: E and F. N. Spon and Co., Charing Cross.—This valuable work of reference upon the products of tropical climates, which we noticed some time back as being about to appear, has now been issued. The work is excellently compiled and printed, and, as already noticed, will form a reliable standard book both for general reading and for reference.

Mr. Henry Dyer, C.E.M., A.B., &c., of the Imperial College of Engineering in Japan, has issued the Calendar for the Session of 1877. The length of the course for the students is six years. The curriculum is divided into three parts—(1) The general and scientific course, taught during the first and second years; (2) the technical course, taught during the third and fourth years; (3) the practical course, taught during the fifth and sixth years. As far as possible, the students are taught by lectures, and no special text-books are adopted, the object being to prevent mere book-cramming. In the engineering library there is a selection of engineering tools, and in the drawing office the teaching is of a thoroughly practical character from the commencement of the course. Each department has a special lecture room attached to it, so that the professors divide the time between these and the designing room. The museum building, which contains a large collection of models, &c., was originally erected for the college. The whole of the Public Works Department is open to the students, and the engineering works of Akabane are directly connected with the college, and under the management of Mr. Dyer. At present they comprise fitting, pattern, and machine shops, and foundry, and give employment to about 320 workmen, exclusive of the students. Large erecting and boiler shops are now being built, and it is intended to extend the works considerably. From the foregoing it will be seen that the students have much better opportunities for practical education than those in many European technical colleges.

The *Geographical Magazine* for the present month contains among other interesting matter, an excellent map designed to assist in following out the military operations now being carried on in Asia. It will be of considerable use in conveying a general idea of the country, though it is admitted that it possesses but few claims to accuracy, as, of the countries delineated, only a small portion has been made known to us through the surveys of Russian officers and of other Europeans, some of whom were in the Turkish service. Allowance has also to be made for the short time available for its production. A glance at the numerous altitudes indicated will convey some idea of the difficulties which the country must offer to the movements of troops.

The Picturesque Tourist. London: Hamilton, Adams, and Co.—This little book, which is published at the moderate price of a shilling, is one of the most pleasing and useful hand-books which has for some time been issued. As its title, "A Handy Guide-book Round the World," indicates, it is designed to give information to those who purpose to make the tour of the globe by any of the well known routes, and is of course equally valuable to those who wish to travel only part of the distance—as, for instance, to or from China or Japan, or the intermediate countries, by either the Pacific or the Overland route. The work has evidently been compiled with great care, and, as an instance of its accuracy, we may note that the new ports of Woahoo, Wenchow and Ichang, to be opened under the Chefoo Convention, are mentioned in the summary of places to be visited in China.

The illustrations and maps are well executed, and the book may be read with pleasure and advantage for general information, as well as by intending travellers.

The *Friend of China* (organ of the Anti-Opium Society) for June notices the various reviews of the address which was issued some time back to the Chinese people. It appears that for the most part the professions of a desire to put down the traffic are looked upon with suspicion, if not discredited altogether. Many of the Chinese writers put but little bridle on their invective; and some of the criticisms give small encouragement to those who hope to benefit China by moral movements. One of the critics says.

In Europe Russia is the largest country. The profit derived from opium takes the lead in Europe. Can Russia for a single day cease to think of India? If opium is not prohibited, Russia will certainly get India. If India is lost, England's power will be in danger. The English are clever enough, and have devised this complete scheme, whereby to dissipate the jealousy of all the kingdoms and stay the designs of Russia. This is capital diplomacy, and in addition gets the credit of a high morality in China. Capital, capital. If this project works, England will flourish!

Upon this the *Friend of China* writes as follows:—

The strength of the conviction that our address is not sincere appears from the absurd reasonings of which the above is a specimen. Anything seems more credible than that the English nation should hate injustice and pity Chinese suffering. This utter inability to believe that England can be moved by any regard for China's welfare may be partly accounted for by the total indifference of the Chinese to the concerns of outside nations; but unhappily it is fortified by the history of the opium trade. Without this dark stain upon our national character the Chinese would have with difficulty given us credit for a real care for their interests as well as our own. While this stain remains, it would be ridiculous for us to complain that they think us a nation inaccessible to other than selfish motives.

The above statement is undoubtedly conceived in a fair spirit; but we think an error is made in considering that the Chinese are incapable of believing in anything being done by England for the benefit of China. The natives there are shrewd reasoners, and doubtless perceive that the first step necessary is to move the Governments of both countries to act; and that until this is done any attempts in other directions must be useless.

The number for June of *Street Life in London*, by J. Thomson, F.R.G.S. (formerly of China), published by Sampson Low, and Co., contains illustrations of "The Dramatic Shoe-Black," "Tickets, the Card Dealer," and an "Old Clothes' Shop in St. Giles's." They are all characteristic of London life, and the story of Jacobus Parker, the shoe-black, is a touching history of long-continued misfortune and of manly resignation to the inevitable.

MEETINGS OF SOCIETIES.

At the Institution of Civil Engineers on May 29 Mr. G. R. Stephenson, President, in the chair, a paper was read "On an Economical Method of Manufacturing Charcoal for Gunpowder," by Mr. G. Haycraft.—At the Quekett Microscopical, on May 25, H. Lee, Esq., President in the chair, a paper, "On Improvements in the Ordinary Condenser," by Mr. W. K. Bridgeman, was read. It described the result of his investigations as to the best form of diaphragm to secure equal illumination of the binocular fields of view; he also exhibited specimens of a new tint of glass for use as a ground under strong glare of light. A paper was also read, "On the Process of Staining Vegetable Tissues," by Mr. W. H. Gilburt, in which he minutely described the best methods of bleaching and double staining, and gave the results of his experience in the preparation and mounting of specimens so treated.—At the Physical, on May 26, Prof. G. C. Foster, President, in the chair, Lieut.-Col. Campbell explained and exhibited a double slit which he has employed for measuring the distances between the lines in the spectrum, and finds of great service in cases where the illumination is so slight as to preclude the possibility of using the ordinary micrometer.

THE LATE RAJAH BROOKE.

The following notice of the late Sir James Brooke appears in the "Life of Harriet Martineau," Vol. III., p. 346, and is of interest in connection with the late assertions of Mr. Gladstone:—

Sir James Brooke devoted his life and fortune to the service of the natives of the Eastern Archipelago, and was made a prince by them, because he had fostered their industry, stimulated their commerce, counselled their foreign policy, protected them from piracy, and ruled them in their own native customs and ideas, using these meanwhile as a basis for reforms, and resisting all efforts of the Dutch, English, French, or Belgians to settle in the country in great bodies, or to make it a European Colony. A man so high-minded and devoted, a man of such practical genius and utter disinterestedness, a born ruler, was sure to be maligned and calumniated; and it was while he was striving under this load of calumny to obtain such recognition by his native country as might best enable him to serve his adopted one, that Harriet Martineau consulted with his counsel, Mr. Templer, studied his case, received him at her home, and wrote that able article in the "Westminster Review" which, showing her thorough understanding and strong grasp of the whole matter, made him desire her action as a legislator for the Eastern Archipelago. But her various other duties precluded such an effort.

THE P. AND O. COMPANY.

The half-yearly general meeting of the Shareholders in the P. and O. Company took place at their offices in Leadenhall-street on the 5th inst.; Mr. Fane de Salis in the chair.

The CHAIRMAN, in moving the adoption of the report, said he would offer a few remarks on the past half-year's operations, and would commence by advertizing to the subject which interested them most closely—viz., the position of their fleet. He was happy to be able to report that it continued in a high state of efficiency, and that through its agency the postal service confided to them by the Government—the most extended service the world had yet known had during the half-year been carried out with punctuality, to the satisfaction of the Post-office and the public. No breakdown in machinery or other mishaps had occurred, and under Providence the working of the half-year had been marked by an entire immunity from maritime casualty; which, having regard to the large amount of freight and passengers carried, as well as the vast expanse of ocean traversed by their ships—upwards of a million of miles—while it reflected credit on the excellent system of ship equipment inaugurated by their executive officers, pointed to the discipline of their ships and proved the professional skill and vigilance of their commanders and officers. It would be noted from the report that they had ordered a new large steamship which had been named the *Kaisar I Hind*, after the title assumed by Her Majesty in that part of her Empire with which they were so closely connected. Strictly speaking, they might have deferred ordering any new ship for the present; but it had ever been the policy of the company—a policy to which its past success was in great part due—to be always rather in advance than behind the possible requirements of the important public service they had undertaken. Acting on this view, and influenced also by the low price of iron, they had decided on reinforcing the fleet by ordering the *Kaisar*. Several firms of eminence tendered for her construction, and the task of building her was ultimately allotted to the well-known house of Caird and Co. Fitted with the most recent improvements in steam machinery, she would be the largest ship ever yet owned by the company. Her dimensions would be as follows:—She would be 400ft. long, with 42ft. beam. She would measure 4,200 tons, and berth 200 passengers. Her engines would possess 700-horse power, and she was to have a guaranteed speed of 15 knots, equal to nearly 18 miles, an hour on the measured mile; and she would take high rank amongst the steam-ships of the mercantile marine of England. One of the main objects of the directors in designing this vessel had been to secure for her a quality in which many of their ships were to some extent deficient, namely, the largest possible carrying capacity; and she would accordingly carry 3,000 tons of cargo, besides coal sufficient to propel her for fifteen days at her ordinary speed. In every sense of the word she was a ship built for the purposes of commerce and peace; but there were other purposes which in case of need she would subserve. Admirably adapted from the strength of her decks to support the heavy armament which the Chief Constructor of the Navy, in his recently-published paper, recommended for large merchant steamers—namely, two 64-pounder guns forward and the same number aft, she would belong to a class of ships available alike for the defence of our harbours and coasts, or the protection of our commerce on the ocean. Armed as Mr. Burnaby recommended, she would rank among the ships destined to put down the *Alabamas* and *Sumters* of future naval wars. No privateer would either approach or escape her, and though quite unequal to contend with an ironclad, from the weight of her guns conjoined to her high speed, an unarmoured frigate would find that she was an adversary not altogether to be contended. Whether their ships would ever be required by the Government for any other than postal service was not a subject they had met to discuss. He would, however, observe that their fleet comprised not one but many ships of the class of the *Kaisar*; it constituted no inconsiderable portion of the National Auxiliary Naval Reserve; it was also maintained without cost of any kind to the public, and under the terms of their contract it was available to the Government at an hour's notice—a fact which in times of peace people were apt to forget. The Admiralty had but to touch the wires when, from every port in the East where England had an arsenal, from Malta, from Bombay, from Calcutta and Hong Kong, from Melbourne and Sydney, their ships, whether armed or as transports, would at the shortest date issue to place themselves under the orders of Her Majesty's navy. The services rendered by their fleet to the public in times past were matter of history. In the Crimean War, in the Indian Mutiny, and in the Abyssinian Expedition their ships had rendered efficient aid to the State, and if their services were again required they would again be promptly tendered in support of the honour of the Crown and the country. (Hear, hear.) After advertising to the sale of the *Columbian* and the rest of the *Hindostan*, which vessel on her recent trial trip had averaged nearly fourteen knots, the Chairman said he had to congratulate them on the late extension of their postal contract with the Italian Government, for which they were much indebted to the exertions of Mr. Sutherland, one of the managing directors, who had made a journey to Italy for the express purpose of arranging this matter. On the part of the board he wished to take this opportunity of stating publicly how highly they appreciated the friendly feelings recently expressed towards this company in the Parliament of Italy, and more particularly how grateful they felt for the generous support accorded to them by the city of Venice. Whether their connection with that historic port—the cradle of the commerce of mediæval Europe—was destined to be long or to be short, they would ever retain the liveliest recollection of the warm and friendly reception accorded to their flag by the Queen of the Adriatic; they would also ever esteem it a high honour to have been permitted to be among the first to reopen for her her ancient communications with the East, and thus to assist with their ships in restoring her to the high position she occupied of old in the commerce of the world. (Hear, hear.) The accounts for the year would be laid before the proprietors as customary at the annual meeting next December; in the interim, he might state that the receipts showed some improvement over

those of last year. The Indian exchanges had been less adverse, and they had carried a considerable amount of specie. He wished he could say they had received for it the same freight which used to be paid in the old pre-Canal, the halcyon, days of the company, for then they would be able to offer them a larger dividend than that recommended by the report. That dividend was no sufficient return on capital invested in steam shipping; nevertheless, under the circumstances of the case it was viewed as satisfactory by the directors, and it would be satisfactory to them when they remembered the stagnation which had affected every branch of the trade, and which still pressed with special severity on the shipping interest. Having regard also to the active competition they had to meet, as well as to the difficulties they had to contend with arising out of the opening of the Canal, as men of business they would see that no large dividends could for the present be expected. He could assure them the most rigid economy was being enforced in all departments. Those reserves also which were absolutely necessary to maintain the fleet in its present high state of efficiency and the company in a sound financial position had the anxious attention of the board. Since they last met £70,500 of the debenture or floating debt had been paid off, and he hoped the greater part of it would be liquidated prior to the expiry of their present contract, to be reissued, if the extension of the company's operations required it, in the shape of debenture stock under the powers contained in their last charter; a mode of raising capital which the directors considered better adapted to the circumstances of a shipping association than that of borrowing on terminable debentures. After passing a high eulogium on the memory of Captain Henry, the company's superintendent at Bombay, who had been cut off by an accident in the prime of his intellectual life, the chairman expressed his readiness to reply to the inquiries of any proprietor, and concluded by moving the adoption of the report.

Mr. THORNTON, C.B., seconded the motion.

Dr. BEATTIE said that two circulars concerning the Company's business had again been issued. The one was signed by "A Holder of 150 Shares," and the other was from Captain Bain, who he found was the registered proprietor of exactly £20 share in the Company. He could see, and everyone could see, the mischief which such circulars were calculated to work; and, as Captain Bain was present, he would ask him to state what his object was in issuing at some expense to himself pamphlets for the benefit of other people, who did not thank him for so doing. Among other things he stated that the Company's vessels could not take the mails at the required speed. This was an entirely unfounded statement. The mails *via* Brindisi were always within the time, and the vessels could go at greater speed if, upon grounds of economy of fuel, it were not considered advisable to refrain from doing so. He could not see what Captain Bain imagined would be the result of his pamphlets. Did he think that the shareholders would in consequence call upon the directors to resign, or that those gentlemen would retire of their own motion? (Laughter.) He must, however, have some object, and he had better state to the meeting what it was.

Mr. HOVEDER made some objection to the vessel now building being included in the company's fleet; but the CHAIRMAN in reply pointed out that it was noted as being in course of construction.

Mr. JONES congratulated the shareholders on the report, and said he felt confident that the dividend had been fairly earned. He inquired, with reference to the new steamer under construction, whether the directors had thought of the possible advisability of having the shaft made of "compressed steel," which was less liable to injury than other.—The CHAIRMAN said that it was impossible with the large interests which the company had at stake for them to make experiments. If they commenced doing so they might soon easily expend over £50,000 a year in that manner. He could assure the speaker that Messrs. Caud were as anxious for their own reputation as for the company's benefit that all the improvements possible should be introduced into the new vessel.

After a cordial vote of thanks to the chairman, directors and staff of the company, the meeting terminated.

GERMANY. (FROM OUR OWN CORRESPONDENT.)

HAMBURG, JUNE 5.

The summer has now come in full earnest, and rather sooner than was anticipated. Since last Sunday we have had really oppressive heat, the thermometer showing 25 degrees R. in the shade, and to-day it is still higher. At the same time a drying up easterly wind has set in, and a shower of rain would be most welcome. On the whole, the weather of late has been very favourable to the growing crops as well as to the orchards, and the harvest may still turn out at least a middling one, notwithstanding the cold weather of March and April.

The statistics of emigration from Hamburg to transatlantic ports, especially the United States, for the first five months of the present year, have now been published, and they prove that the movement of the German population to the westward is still falling off. The total number of emigrants shipped here during the period mentioned amounts to 8,943, against 11,754 in the corresponding period of last year. During the month of May the number of emigrants was 3,272, of which 2,047 went direct, and 461 *via* England to New York, and 483 in two sailing ships to English colonies, namely, 228 to Cape Town, and 255 to Australia.

The German Squadron, under command of Rear-Admiral Batsch, left Wilhelmshafen on the 30th of May, but without the despatch boat Falke, in the engines of which just before leaving some defect was found, which will involve a fortnight's delay to that vessel. It is somewhat strange that the Koenig Wilhelm, ironclad, has never been put into service; this formidable vessel, one of the largest ever built, has now been lying idle since 1871. It is thought that there must be something wrong with this frigate, as otherwise, being the fastest of all the German fleet, she certainly would not be thus neglected.

Last Sunday a great rowing-match took place on the river above the City, the distance being 4,500 metres, which was made quickest by a ten-oared

gig, in 16 minutes 1 sec. The annual sailing regatta on the river, which is arranged by the "Nordde. Regatta Verein," is to take place on the 17th inst. We are very desirous to see English sportsmen taking part in this match, the more so as there is one yacht here named the *Welle*, which is so exceptionally fast that she has hitherto never been conquered. On the 3rd inst. a deputation of the Great Farmers' Association of the Prussian Province of Posen left the capital of that Province for London, to confer with the British Parliamentary Committee about the English Cattle Export Laws which are rather of a prohibitive character as regards German dealers. An outbreak of cattle plague has occurred at Petrikau, in Poland, some miles from the Prussian frontier. All precautionary measures observed by the German Government have been taken to prevent the mischief extending.

During the early part of the past week the absence of any important news of the seat of war, as well as the half monthly settlement, exerted an unfavourable influence; but during the last few days a firmer feeling has set in on higher quotations from Frankfort, but lower reports from London afterwards had a depressing influence.

With regret I have to announce the bankruptcy of the firm Edward Jarck and Co., well-known stock and money dealers. The liabilities are said to be over m.600,000.

PRODUCE MARKETS.

Our markets have shown rather less buoyancy than during the previous few weeks, and transactions have been limited to regular consumptive purchases. The Money Market has remained, notwithstanding the half monthly settlement, very well supplied.

Coffee.—The tone of this article has been good, and the enhanced values are firmly maintained, but holders being very much reserved, transactions have not been of importance. Quotation for Java quality m.1.05 to 1.50 per $\frac{1}{2}$ kilo. The total import of coffee in Hamburg during the period from 1st January to 31st May consisted of

1876.				1877.			
Barrels.	Bags.	Barrels.	Bags.	Barrels.	Bags.	Barrels.	Bags.
6,840	582,849	...	...	9,524	557,833	each 72 8/10 lbs.	each 71 3/10 lbs.

SUGAR.—The stock being small, transactions have been of no importance; 890 bags yellow and brown Zanzibar sold at m.30½ to 32½, and 160 bags China at m.36. Quotations are:—Manila brown clayed, m.29 to 31; do. unclayed, m.23 to 24; Mauritius brown, m.22 to 31; do. yellow, m.31½ to 34; Batavia white, m.34½ to 36; do. yellow and grey, m.31½ to 34; do. brown, m.22 to 30; Siam, Benares and China white, m.32 to 36; Zanzibar brown and yellow, m.28 to 33; China brown and yellow m.23 to 32.

RICE.—I have only to report the arrival of 16,700 bags Rangoon per Melpomene, which had changed owners already afloat.

TEA.—The following first hand parcels have been sold at unchanged rates, viz., 160/4, 2,551/8 boxes Congou, 97/16 boxes Imperial, and 250/16 boxes Gunpowder.

COTTON.—There is a somewhat firmer tendency; besides other parcels of American Provenience, each 100,000 lbs., Tahiti have been sold for delivery.

SPICES.—Nutmegs, prime quality, are quoted m.5.60 to 6; Mace, m.4.70 to 4.90. Of Ginger, Bengal quality has been sold at m.27½ to 28; Cochin m.60 to 81. Cloves are firmer; Zanzibar, m.137 to 138. Pepper in good demand for consumption; Singapore quality, m.37½ to 38; Penang m.35½ to 36; White, m.68 to 76.

SHIPPING.

The East India and China shipping trade is extremely dull; there is hardly any cargo in the market, and freights are nominal. The Cassandra, s.s., Captain Langer, has left for London, to load there for her usual route to Penang, &c., not having been able to obtain a cargo here; the Hesperia, s.s., is to follow on the 25th inst., both steamers belonging to the Deutsche Dampfschiffahrderei. Sailing vessels are still worse, and a barque on the berth for Hong Kong, which has been lying here for several months, has hardly any cargo on board. Of arrivals from the Far East only the Conrad Henrich, Schueler, is to be reported, and of departures, besides the above-named Cassandra, s.s., the Marco Polo, Jaeger, and Rhuddlan Castle, Richards, both for Hong Kong. At Bremen two arrivals from the East Indies have taken place, namely, the Maria Rickmers, Heins, from Moulmein, and Anton Gunther, Huhn, from Rangoon. In vessels on the berth no alteration has taken place. Steamers arriving here are to go "dead slow" in the vicinity of Muehlenberg, where a diving-bell is employed in deepening the river and taking away some heavy rocks from the ground.

HOLLAND. (FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JUNE 6.

The whole nation is in mourning. On the 3rd inst., at noon, our most beloved Queen died at her country-seat, *het Huis ten Bosch*. Only two days before her illness assumed such a severe character that the Prince of Orange was summoned from Paris. The King and Prince Alexander were also present, and the Queen died most calmly in the midst of her family. The late Queen's goodness of character was known to all; she was in one word an excellent queen, mother, and wife. Her loss is an irreparable one, both to her family and also to the nation. In accordance with her own wish her body was not embalmed. It is laid in a leaden chest, which will be placed in an outer coffin of mahogany, ornamented with silver. The interment will take place on the 20th inst., at Delft. Up to that date all public amusements are suspended. With great good feeling the Roman Catholic authorities have prohibited the public demonstrations, which were organised on a large scale, in celebration of the Papal jubilee.

The political news is of no importance. We are waiting for the result of the elections, which will take place on the 12th inst. Numerous candidates are brought forward, but, nevertheless, I think that the changes will be very few, and that most of the old members of the Second Chamber will be re-elected. The Minister of the Department of Justice, Mr. Van Lynden, has not gone to Marienbad; the death of the Queen rendering his presence in the Hague necessary.

The *Handelsblad* in an article regretting the death of Mr. Motley

suggests the erection of a statue in commemoration of the late historian. This plan is generally approved.

It is asserted that the Dutch representatives at the Paris Sugar Conference have been at last authorised by our Government to sign the protocols of the meetings. They had hitherto declined to do so.

PRODUCE MARKETS.

Our markets for Colonial Produce are very dull, and no transactions of importance have taken place, except in Tobacco. The trade looks, however, very healthy.

COFFEE is firm; some business was done at an advance on the last auction prices, but only a few lots of private import changed hands.

TEA.—The sale first-hand business is 576 chests Java Pecco Souchon. Prices remained unaltered.

RAW SUGAR has met with a good demand, but owners decline to operate at the current quotations. One lot Java, No. 17, was sold at £41. Refined Sugar had a good trade.

TOBACCO.—A large quantity of several marks has changed hands. Fine qualities are very dear. The imports have been very large. The stock includes 18,663 lbs. Java, 6,975 lbs. Sumatra, 3,400 lbs. Manila and 3,000 lbs. E. I.

SPICES without any particulars. The trade is very limited, prices firm.

RICE is very quiet, except for cleaned Java and Japan.

JAVA INDIGO has met with a steady demand, but the trade is waiting for the new arrivals per *Conrad*, viz., 1,200 chests.

The Bourse has looked much healthier. A good demand has prevailed, especially for Russian and Austrian stock. The rate of discount has remained unaltered, and large sums can be obtained at 2½ per cent.

Subjoined are the closing prices of our principal Stocks:—Dutch Two-and-a-Half per Cent., 64½; do. Three per Cent., 75½; do. Four per Cent., 101; Dutch Trading Company, 106½; Netherlands-India Trading Bank, 125; do. (Obligations) Five per Cent., 102½; Netherlands Bank, —; Rotterdam Bank, 82; Amsterdam Bank, 80½; Java Bank, 199; Java Gas Company, 98; Steam Company "Java" (Shares), 49½, 48½; do. (Obligations) Five per Cent., 93; do. "Nederland" (Shares), 83; do. (Obligations) Five per Cent., 101; Dutch India Railway Shares, 96½; do. 1869 (Obligations) Four-and-a-Half per Cent., 101½; do. 1874 (Obligations), Four-and-a-Half per Cent., 100½.

SHIPPING.

ARRIVALS.—June 1. At Maassluis, from Batavia, Drenthe (str.); June 4, at Brouwershaven, from Banjoewangie, Mary.

DEPARTURES.—May 31, from Brouwershaven, for Batavia, Noach V.; June 3, from Brouwershaven, for Batavia, Kosmopoliet III.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
JOINT-STOCK BANKS.			
£10	Astra.	All	10½ to 11½
56	Bank of Egypt	All	30 to 32
50	Chartered of India, Aust., and China	All	18½ to 19½
56	Chartered Merc. of India and China	All	26½ to 27½
20	City ...	10	14 to 15
100	Colonial ...	80	57 to 59
500fr.	Comptoir D'Escompte de Paris ...	All	650 fr.
£28½	Hong Kong and Shanghai ...	All	30 to 33
50	Imperial ...	16	16 to 17
50	London and County ...	30	62 to 63
50	London Joint-Stock ...	15	48 to 49
100	London and Westminster ...	90	63½ to 64½
25	Oriental ...	All	43 to 44
50	Union of London ...	15	41 to 42
TELEGRAPH COMPANIES.			
10	Eastern Extension Australia and China	All	7½ to 7½
10	Eastern Telegraph ...	All	7½ to 7½
10	Great Northern ...	All	7½ to 7½
25	Indo-European ...	All	16 to 18
10	Mediterranean Extension ...	All	2½ to 3
12	Telegraph Construction Company ...	All	27 to 28
20	India-rub, Gutta-perc., & Teleg. Works	All	22 to 24
8	Reuter's ...	All	8 to 10
INSURANCE COMPANIES.			
100	Alliance Marine ...	25	20 to 22
20	British and Foreign Marine ...	4	9½ to 10½ pm.
50	Commercial Union ...	5	15½ to 16½ pm.
20	Globe Marine ...	4	4 to 4½ dis.
50	Home and Colonial Marine ...	5	
10	Imperial Marine ...	3	
20	London and Provincial Marine ...	2	1½ to 1½ pm.
10	MERCHANT'S MARINE ...	2	2 to 2½ dis.
50	North British and Mercantile ...	6½	48 to 49
25	Ocean Marine ...	5	2½ to 3½ pm.
20	Thames and Mersey ...	2	8½ to 8½
50	Union Marine, Liverpool ...	5	7½ to 7½
50	Universal Marine ...	5	8½ to 9½
TEA COMPANIES.			
50	Assam ...	20	74 to 77
20	British Indian ...	All	64 to 65
20	Darjeeling ...	All	19½ to 20
10	Eastern Assam ...	All	4 to 5
20	Jorehong, Limited ...	All	57 to 61
10	Lebong ...	All	11 to 12
10	Upper Assam ...	All	6½ to 6½
MISCELLANEOUS COMPANIES.			
20	Ceylon ...	10	10½ to 9½ dis.
20	Do.	5	
50	Colonial ...	20	11 to 9 dis.
10	Hong Kong and China Gas ...	All	18 to 19
10	International Finance ...	5	2½ to 2½ dis.
25	National Discount ...	5	9½ to 10
500fr.	Messageries Maritimes of France ...	All	595 fr.
450	P. and O. Steam ...	All	38 to 40
50	Do.	10	9 to 7 dis.
100	Royal Mail Steam ...	60	50 to 53
400fr.	Suez Canal ...	—	665 fr.
£98	Japan Loan, 9 per cent.	All	107 to 110
£98	Do. 7 per cent.	All	103 to 105
100	Chinese Imperial Loan of 1874, 8 per cent.	All	103 to 105

Monetary and Commercial.

The annual general meeting of the shareholders of the Suez Canal Company was held in Paris on the 6th inst. M. de Lesseps's report to the shareholders stated that the net profit of last year had exceeded 2,000,000 francs, an amount which would enable the company to pay a dividend of 3f. 55½c. per share. The dividend paid last year had been only 1f. 88c. per share. During the first five months of the current year the number of ships passing through the Canal had increased nearly 9½ per cent. on that of the similar period of 1876. The report further stated that ten votes had been given to the British Government as the proprietor of 176,000 shares. With reference to the situation of the Canal as affected by the war, M. de Lesseps said he had been in England to consider this question with Her Majesty's Ministers, and he had received the following declaration from Lord Derby:—

Any attempt to blockade or hamper by any means whatsoever the Canal or its approaches would be considered by Her Majesty's Government as a menace to India, and as a serious injury to trade in general. From these two considerations, any such act, which Her Majesty's Government hopes and trusts neither of the belligerents will commit, would be incompatible with the maintenance by Her Majesty's Government of an attitude of passive neutrality.

M. de Lesseps said that the attitude and categorical declaration of Great Britain were preferable to the project of an international understanding, which he had proposed to Lord Derby, as the desired understanding was thereby established.

The Eastern Telegraph Company notify that, subject to the final audit, the accounts show a balance available for dividend which will enable the directors at the general meeting on the 21st instant to recommend the declaration of a final dividend of 2s. 6d. per share, making with the previous payments on account a dividend for the year ending 31st March last of 5 per cent. on the ordinary shares, and carrying to the reserve fund a balance of about £35,000. The distribution is the same as in the previous year, but the amount carried to the reserve is larger.

The Great Northern Telegraph Company's traffic receipts in May, 1877, were £18,427. The total receipts from 1st January to 31st May were £76,156; in the corresponding months of 1876 £73,994, and in the corresponding months of 1875, £61,728.

An extraordinary meeting of the Chartered Mercantile Bank of India, London, and China will be held on the 16th October, to authorise the directors to apply for a supplemental Charter, or an extension of the existing Charter.

In the Tea market much dissatisfaction has been generally expressed at the large settlements which have been made in China. Telegraphic advices report that up to the 5th inst. 15,000,000 lbs. had left the North, 10,000,000 lbs. Foochow, and 2,000,000 lbs. Canton, thus making a total of 27,000,000 lbs. up to that date. Up to the 10th June last year the total shipments amounted to 26,000,000 lbs. We have, however, to take into account that the market at Foochow opened this year fifteen days earlier than last year, while that at Hankow this year opened six days later, a circumstance which to some extent modifies the unfavourableness of the comparison. At the public sales yesterday the tone of the market still continued dull, but common teas went off slightly over valuation.

In the Silk market very much the same tone as reported by last mail has continued to prevail. The reports concerning the European crops confirm the statements previously made concerning the probability of a deficiency. In France it is hardly expected that there can be a much better result than last year, owing to the smallness of the quantity of seed, and to the trees having suffered from the cold. From Italy the accounts are conflicting, but the weather has been cold and unfavourable. No definite estimates can be ventured upon until the worms have passed the last stage; but a full crop is considered out of the question. Under these circumstances, there has been little disposition to operate, holders continuing indisposed to meet the market in the face of so much tending to the conclusion that the supplies will be short. Deliveries have only been on a very small scale, and until general trade improves, it is hardly possible for the market fully to recover.

The total quantity of tea delivered from the bonded warehouses in London for the week ended 2nd inst. was 2,930,338 lbs. No comparison can be made with the preceding return, as the present one is for five days only, there having been a holiday in celebration of the Queen's birthday. The amount taken for home consumption was 1,832,918 lbs., while 637,626 lbs. was removed coastwise, 394,396 lbs. was exported, 61,203 lbs. was sent coastwise for exportation, and 4,195 lbs. was for ship's stores. The duty received amounted to £45,823. The following were the quantities of the other principal dutiable articles withdrawn for home consumption during the week:—Coffee, 508,909 lbs.; cocoa, 188,895 lbs.; tobacco, 330,900 lbs.; cigars, 14,105 lbs.; wine, 135,606 gallons; brandy, 28,539 gallons; and rum 26,679 gallons.

In the Produce Markets, although more activity has been displayed than was observable last week, there is a con-

tinued absence of speculation, and trade remains unsettled. Coffee has undergone considerable decline, but shows signs of recovery at the close. Sugar has slightly improved, and China has been somewhat largely dealt in both on the spot and afloat. Pepper, Rice, and Tin have declined in value. Other articles are for the most part very quiet, without important alteration in quotations.

An important Bill in its bearing upon questions which have arisen with respect to dock warrants and other documents of title to goods is about to be introduced in the House of Commons by Sir John Lubbock. It is designed to provide against difficulties, of which an illustration has been given in a recent case, arising from persons being allowed to continue in possession of goods, warrants, or other documents of title to goods belonging to some other person, after there has been a revocation from them of the entrustment or agency. In such case the present Bill is intended to provide that the rights of persons purchasing or making advances on such goods or documents in the ordinary course of business shall not, where no notice of the revocation of the entrustment or agency has been given, be prejudiced. Its effect appears to be to place the matter again in precisely the position it occupies at common law, and to remove ambiguities created by the "Factors Acts" at present in force. It does not, as might at first be supposed, introduce any new principle.

The new Indian Four per Cent. Loan, to be raised in India, has been announced. It is for two crores and fifty lacs of rupees (equal to nearly £2,500,000 sterling) in promissory notes, the forms and conditions being the same as those of the notes of the Consolidated Transfer Loan of 1842-3, of which they will form a part. The notes will be payable to order, and will bear interest half-yearly. Interest on each payment will be paid in advance from the date of its receipt to the 31st of January next.

At the Bank of England on the 6th inst. tenders were received for the usual weekly amount (26½ lacs, or £265,000) of India Council Drafts, plus the £11,500 unallotted last week. The entire sum was placed at last week's minimum of 1s. 8 9-16d. per rupee, Calcutta obtaining £237,900, and Bombay £38,600.

A demand has sprung up during the past few days for Bar Silver for India and China, and a considerable business has been done at 53½d. per oz.; at this rate the market may be considered firm. Mexican Dollars have improved in value, and 54½d. per oz. has been obtained.

The following Joint-Stock Companies have been registered:—

The Tramways and General Works Company (Limited)—Capital £100,000, in £5 Shares; to carry on business as railway and tramway engineers and contractors.

The Canada Honda Gold Washing Company (Limited)—Capital £40,000, in £1 Shares; to acquire the "Bendigo" and "Buena Esperanza" claims at Canada Honda, St. Luis, in the Argentine Republic.

The General Meat Supply Association (Limited)—Capital £50,000, in £10 Shares, to deal in meat, fish, poultry, &c.

Joshua Williams and Company (Limited)—Capital £40,000 in £400 Shares; to take over the business of the firm of Joshua Williams and Co., tin plate manufacturers, Aberdulais, Glamorgan.

The Yorkshire Glass Bottle Company (Limited)—Capital £50,000, in £25 Shares; to manufacture glass bottles at Whitwood Mere, York.

The Cleddaw Valley Slate Quarries Company (Limited)—Capital £24,000, in £5 Shares; to acquire slate quarries in Carmarthenshire.

BULLION AND EXCHANGE QUOTATIONS.

Bar Gold	...	...	77s. 9d.	—	per oz.
United States Gold Coin	...	...	76s. 3½d.	to	76s. 3½d. per oz.
German Gold Coin	...	...	76s. 3½d.	—	per oz.
Bar Silver, Fine	...	...	4s. 5½d.	—	per oz. std.
Bar Silver contg. 5 grs. Gold	...	...	4s. 6d.	—	do.
Mexican Dollars	...	...	4s. 6½d.	—	per oz.

DOCUMENTARY AND PRIVATE BILLS.

	60 d/s.	30 d/s.	Demand.
Colombo ...	... 1/8 to 1/8 5-16 ... 1/8 to 1/8 7-16 ...	...	1/8
Singapore ...	... 3/10 to 3/10 1/2 ... 3/10 1/2 to 3/10 1/2 ... 3/10 1/2 to 3/10 1/2	...	
Hong Kong ...	... 3/10 to 3/10 1/2 ... 3/10 1/2 to 3/10 1/2 ... 3/10 1/2 to 3/10 1/2	...	
Shanghai ...	... 5/2 to 5/2 1/2 ... 5/2 1/2 to 5/2 1/2 ... 5/2 1/2 to 5/2 1/2	...	

EXPORT OF SILVER FROM SOUTHAMPTON TO CHINA AND THE STRAITS SETTLEMENTS.

Year.	China.	Straits.
1874	... £1,658,855	... £1,484,851
1875	... 723,894	... 870,120
1876	... 1,273,757	... 758,461
1877 to date	... 887,396	... 625,643

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular, says:—There is no improvement to notice in our market, which remains exceedingly dull; prices, however, show no material alteration, the public sales going off steadily but slowly at last week's prices. Privately, business is much restricted, though importers are now anxious to quit old stocks in the face of such large shipments advised from China, the first of which may

be expected here early next month. Congous.—Red-leaf kinds: Siftings remain firm; common to good common sell at previous rates; fair to medium kinds are dull of sale; good to fine are firm, being now in moderate supply. Pak Lin kinds have been sold at public auction at rather lower prices. Black-leaf kinds: Common to good common show no improvement, the demand being moderate; fair to medium kinds still realise low prices from the anxiety to quit stocks; good to fine have sold at about former prices at public sale; privately there is but little demand. New-make Congous: further arrivals of new season have been placed on the market, but they do not sell readily, and prices must be quoted in favour of buyers. Oolongs at 1s. 1d. to 1s. 2d. per lb. have been saleable, but the finer kinds sell slowly at about previous prices. Common Souchongs have sold at auction from 8½d. to 8½d. per lb., other kinds showing no change, with a dull demand. Scented Teas.—Business has been small, and prices much as before, both for Canton Capers and Orange Pekoes. Foochow kinds of both are steady, especially the finer kinds of Orange Pekoe. Green Teas.—There is no few feature—the supplies are still in excess, and prices rule very irregularly. Some Japan kinds at auction went at very low prices. The Public Sales have consisted of 17,971 packages, the whole of which have been sold without reserve.

Messrs. Lloyd and Cheshire's Circular says:—Common Black Leaf shows ½d. to ½d. per lb. rise from the lowest point, but the demand is limited. Fair to medium are difficult to quit, except at very low rates. Good medium to fine sell slowly at fair prices, and fine to finest are not in over supply, although doubtless there is quite sufficient of this class on hand to meet the requirements of the trade, for the time of the year, till the new season's arrive. Kaisow sittings are scarce, and command full rates compared with the prices paid for leafy Teas. Common Red Leaf brings 7½d. to 8d. per lb., fair to good Sayunes and Ankous sell from 9½d. to 11d., showing good value; medium to good Kaisows are rather scarce, and fine to finest are in a small compass. Packings sell slowly at rather easier rates. New-make Congous: Further arrivals of season 1877-78 have come to hand, the quality, however, is disappointing. Sales have been made at auction from 9½d. to 10½d. for common to fair, and by private contract from 1s. 1d. to 1s. 5d. for medium to good. Souchongs: A few sales have been effected at rather easier rates. Oolongs not having been offered quite so freely have slightly hardened in value. Scented Teas: Canton Capers have been pressed for sale, and prices show a decline on those previously ruling; but even at the reduction the trade do not respond very freely. Orange Pekoes show little alteration in value. Foochow Orange Pekoe is in small supply, and realises full rates. Green Teas: The amount offering, although smaller, is beyond the requirements of the trade, and prices rule very low and irregular. Japan Teas are dull of sale. Twelve public sales were held in May, comprising 67,197 packages, principally "without reserve."

SILK.

Messrs. John Kershaw, Kilburn, and Co.'s Circular says:—The market during May, until towards the end of the month, was in a most unsatisfactory condition; prices dropped, and there was no demand; a few forced sales were made at rates which showed a heavy decline from quotations, but there was no general inquiry. Holders of Silk, as a rule, were firm, and waited reports of the new crops, and when telegrams came from China announcing damage done to the crop, and the probability of a serious deficiency, the downward movement was stopped, and a few sales soon procured a recovery of 1s. to 2s. from the lowest price. This news has since been confirmed, and as the general opinion is that the European crops will also be below an average, we may reckon that we have seen the lowest point touched: deliveries, however, are on a very small scale, and until trade itself is materially better, we must not look for much improvement. Stocks of Silk show a slight increase in total over those of May 1.

Messrs. Arles, Dufour and Co.'s Lyons Circular says:—After our advices of the 5th May unfavourable reports on the European crop changed the tone of our market. Purchases of Silk goods were resumed, but stocks being heavy, prices obtained were 5 to 15 per cent. under those of May last (when raw materials stood about 15 per cent. lower), thus bearing very heavy losses. Such results did not encourage manufacturers to pay higher prices for Silk; still some purchases were made at unchanged rates; on Tsettees alone an advance of f.2 to f.4 was obtained. On the 16th many English American and Parisian buyers were on the market; large lots of ready-made goods were bargained for, and orders for next season about to be placed; under such circumstances, the news of the injury to the China crop reached us in the afternoon and caused great sensation; an advance of f.2 to f.3 took place on Tsettees, and business was only limited by the restricted number of sellers. Unfortunately in the evening the unexpected change of Ministry in France checked all transactions, and even caused orders placed to be withdrawn. Such opposite influences, coupled with contradictory reports on the European crop, kept, during a week, the market in a very undecided state, and scarcely any transactions took place. Afterwards some business was resumed in silk goods and silk at quotations of the beginning of the month. Tsettees alone maintained their advance, partly owing to some purchases effected on Chinese account. Since a few days transactions have again been checked by Shanghai telegrams announcing an export of 60,000 bales, and by better news on the French crop.

Messrs. B. Richardson and Son's New York Circular dated 19th ult. says:—Since our last we have had a market utterly demoralised, with shrinking in prices. Recent news by cable from London, Lyons, Milan and China, all telling the same story of damaged seed and unfavourable weather, and consequent diminished crops, has for the past few days brought about a better feeling, and at present holders are firmer, decidedly, and in some cases higher in their demands. It is pretty clear that the high prices of the past months in China brought to market all the silk which could be scraped together, even to the extent of stopping some of their native manufactories, and much of the coming season's silk may go to supply the void thus created; this may make the Chinese exacting in their demands when the new season

opens. As our prices to-day are below China prices, such a course must have an effect here. Our stocks here are only half of what they were last year at this time, and this includes a good deal of trash—silk which is foul, coarse and heavily adulterated, so that the stock of really good available silk is smaller than even figures indicate. Consumption is reduced on account of general dullness and unsatisfactory results, and silk weavers have chosen this as a fitting time to "strike."

LONDON QUOTATIONS—JUNE 8.

CHINA.	
Tsattee, No. 1	... 33s. 6d. to 24s. 0d.
" No. 2	... 22s. 6d. to 23s. 0d.
" No. 3	... 22s. 6d. to 23s. 0d.
" Red Peacock	... 18s. 0d. to 18s. 0d.
Yuenfan and Hainin, Nos. 1, 2, and 3	... 18s. 0d. to 22s. 0d.
Taysam Keying, Nos. 1, 2, and 3	... 16s. 0d. to 22s. 0d.
Long Real ...	... 11s. 0d. to 14s. 0d.
Canton	... 15s. 0d. to 18s. 0d.
Chinese Thrown ...	... 15s. 0d. to 18s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1½, 2, and 3 ...	... 20s. 0d. to 28s. 0d.
Idah, No. 3 (None)	... 17s. 0d. to 18s. 0d.
Sodai, No. 2	... 18s. 0d. to 23s. 0d.
Oshiu, Nos. 1, 2, and 3	... 15s. 0d. to 18s. 0d.
Anatash	... 22s. 0d. to 24s. 0d.
Kakidai	... 16s. 0d. to 17s. 0d.
Hatcho-gea ...	... 16s. 0d. to 17s. 0d.

COFFEE.—Supplies of Plantation Ceylon at auction have been relatively moderate, but with a slow demand, prices have followed a downward movement, amounting to a total decline of fully 3s., but with an improved demand at the close a recovery of 6d. has been obtained for all qualities above the value of 103s. per cwt., middling closing at 102s. 6d. to 103s. In Native Ceylon business has been unimportant. The public sales of Plantation have included one well-known mark, of which the total reached 460 casks, bold selling at 113s. to 113s. 6d., B at 109s. 6d. to 110s., C at 104s., D at 97s., peaberry at 109s. 6d. The closing prices are—Plantation, triage 80s. to 89s. 6d., common grey to fine small 91s. to 98s. 6d., low middling grey 99s. to 101s., middling 102s. to 104s., good middling to fine middling coloury 104s. 6d. to 109s., fine 109s. 6d. to 110s., bold 110s. to 117s. 6d., peaberry 104s. 6d. to 111s.; Native, small 75s., barely good ordinary 85s. 6d., bold 88s. The only sale of other East India has been 200 bags Singapore picked Bally 76s. 6d. per cwt.

COTTON.—The market has revived, more especially as regards American future deliveries, which have been in good demand, resulting in larger sales at an advance of 1d. to 3 1/2d. per lb. In East India kinds, however, business shows only an unimportant extension, and prices are only 1-1/2d. higher. Quotations: Tinnivelly 5 1/2d. to 5 1/4d., good fair to good; Western Madras 4 1/2d. to 5 1/4d., fair to fine; Coconada 5 1/2d. to 5 1/4d., fair to good fair; Broach 5 1/2d., good; Salem 4 1/2d., fair; Bengal 4 1/2d. to 4 1/4d., fair to good.

CHINA PRESERVES.—At auction of 1,589 cases Ginger 780 cases (containing large jars), ex May Queen, from Canton, sold at 6d. to 5 1/2d., being steady, and 10 cases Cumquats at 7d.

COCOA-NUT OIL has continued quiet, Cochin still rules at £42, and Ceylon at £37 10s. to £38, according to packages.

CUTCH.—340 boxes Pogue (Elephant with a Flag) bought in at 25s. per cwt., 1,060 half-boxes fine Pegu in papers, just arrived ex Othello, were partly sold at previous rates, blocks at 26s. 6d., cake 27s. Privately 100 boxes Elephant Pegu have been sold at 25s.

EBONY.—At auction 8 tons (23 logs) new Ceylon sold at £26 to £34.

ESSENTIAL OILS.—Anniseed is dull, with small sales at 6s. 4 1/2d., and Cassia at 3s. 7d.

GALLS.—At auction 154 cases China, slightly broken, were sold at 52s. per cwt. At a subsequent sale of 404 cases China offered 200 cases good pale sold at 52s. to 52s. 6d.

GAMBIER.—150 tons ex ship arrived have been sold at 19s., and retail sales of whole bales have been made at 19s. 3d. per cwt. Of 781 bags Cubes about one-half sold, sound pale but rather blocky 29s., and 29 bags 4 part bales block at 19s.

GUM COPAL.—18 cases low Manila sold without reserve at 14s., 100 bags bought in at 20s. 6d. per cwt.

GUM DAMAR.—Of 150 cases offered 80 cases fine pale Batavian sold at 74s., being rather easier.

HEMP.—The market for Manila continues very dull, and a moderate supply at auction attracted little attention, and was all bought in; privately sales have been unimportant. In public sale 977 bales Manila were all withdrawn or bought in, good brown at £30. Of 142 bales China (Jute) offered 20 bales sold at £20 10s.

HEMP YARN.—4 winches Manila Twine sold at £56 10s. Of 10 hauls and 60 winches, 24 thread, a small part sold at £37.

JAPAN WAX has been in good demand. Early in the week 300 cases fine squares sold at auction at 46s., and 100 cases at 47s. At a subsequent sale 160 cases were bought in, bold squares at 48s. to 49s. Privately, fine squares have been sold at 47s. per cwt.

PEPPER.—Black: The public sales offered 3,076 bags, and with more disposition to meet the market about 1,800 bags found buyers, prices being again rather lower; 400 bags old Penang sold at 3 1/2d., of 2,476 bags Singapore 1,200 bags sold at 3 1/2d., with a few at 3 1/4d., 200 bags Aleppo sold at 4d. White: A total of 1,177 bags was brought to auction, partly of old import, and about one-half sold at a decline of 1d., except for fine, which sold steadily. Of 928 bags Singapore 500 bags sold, import 1873 at 6d. to 6 1/2d. landing weights, fresh at 6d. to 6 1/2d. for fair, good and fine at 6 1/2d. to 6 3/4d., and fine bold at 7d. Of 249 bags Penang 60 bags sold at 6d. For arrival 25 tons Singapore, distant shipment, have been sold at 6d.

PLUMBAGO.—At auction, 343 barrels Ceylon met a fair demand, and 150 barrels sold rather easier, fine small chippy lump 14s. to 14s. 6d., fair bright chips 10s., middling dust 8s. to 8s. 6d.

RICE.—A further decline of 3d. has been accepted for Rangoon afloat, the cargo per Malleville, 1,287 tons Rangoon, off coast, having been sold at 9s. 6d. for Bremen. The cargo per Fidio D, 1,013 tons Ran-

goon, off coast, has also been sold, supposed at about 9s. 4 1/2d. for the Continent.

RATTANS.—At auction 3,925 bundles (26 tons) Penang met a good demand, and were sold at £22 to £24 2s. 6d. per ton.

SPICES.—Cassia: 50 bales Japan skins sold at 32s. 6d. to 35s. 6d. Cassia Lignea: 40 bales unworked withdrawn, 100 boxes unworked sold at 48s. cash, less interest. Ginger: 14 cases damaged Japan sold at 32s., and 59 bales very low dark at 19s. 6d. to 22s. Cloves: 73 cases fine Amboya sold at 1s. 5 1/2d., also 60 boxes ditto at 1s. 6d. 50 bags bought in at 1s. 5d. Nutmegs met a limited demand, and were only partly sold at easy rates. Of 31 cases 1 box Penang 4 cases sold, 76 to 77's at 3s. 9d. Of 48 cases Java 7 cases sold, 77's at 3s. 8d., 85's at 3s. 5d., 108's at 2s. 3d., the rest bought in, 100's at 2s. 9d., 122's at 2s. 4d.; 7 cases inferior per land carriage sold without reserve at 1s. 3d. to 2s. 2d. Of 24 cases Wild 4 cases sold at 1 1/2d. to 1 1/2d. Mace continues dull of sale, and of 17 cases Penang only 3 cases sold, fine bright at 2s. 8d., good at 2s. 8d., the remainder bought in at 1s. 9d. to 2s. 9d. Of 13 cases ordinary Java 6 cases sold at 1s. 9d.

SAGO.—The large supply of 3,594 bags offered at the public sales met a steady but slow demand, and about 2,500 bags sold at previous rates for large and small, but 6d. lower for medium; good bright small at 16s. 6d. to 17s., middling at 15s. 6d. to 16s., heated at 13s. 6d., good large at 19s., ordinary ditto at 18s., medium at 19s. Flour: 89 bags damaged sold at 15s.

SUGAR.—Both China and Manila have been dull of sale, and prices have slightly declined until towards the close, when there has been more inquiry, and prices are firmer, the sales consisting chiefly of China, on the spot at 20s. to 21s., and two floating cargoes, one at 22s. 3d., and one fine clayed at 28s. 9d. The market for Penang has been steady. The following are the week's sales in detail:—On the 2nd inst. 50 tons good Swatow sold at 20s.; also the floating cargo per Condor, 5,500 bags fine clayed China, at 28s. 9d. for the Clyde. On the 4th on the spot 100 tons unclayed Ilo Ilo sold at 21s.; and the floating cargo per Venezuela, 6,000 bags brown China, at 22s. 3d. for an out-port. On the 5th, in auction 561 bags Native Penang sold, chiefly fair brown at 20s. 6d., a few fine at 31s. 6d.; of 4,576 bags clayed China, 1,500 bags sold at firm price, fine strong brown and grey at 27s. to 27s. 6d., the remainder being bought in at 27s. to 30s. Privately 900 tons brown China sold at 21s. On the 6th, privately 500 bags Native Penang sold at 21s.; also 100 tons unclayed Ilo Ilo at 21s., 100 tons Taal at 20s. 6d. and 200 bags brown clayed China at 25s. 6d. On the 7th the following private sales were made:—2,400 bags fine yellow China at 28s. 3d.; 300 tons unclayed Taal at 20s. 9d.; 5,000 bags unclayed Zebu at 21s.; and 600 bags Ilo Ilo at 21s.

TAPIOCA has met a good demand, and was chiefly sold at very full rates; of 1,577 bags Penang 1,000 bags sold, one lot superior Alma at 3 1/2d., chiefly ordinary grey at 2 1/2d., low discoloured at 2 1/2d. to 2 1/4d., fine Malakoff bought in at 3 1/2d. Of 818 bags Singapore 500 bags sold, good small at 2 1/2d., fine at 2 1/2d. to 3d. Pearl: 408 bags medium met rather less demand, but 320 bags sold at 19s., being barely the previous value.

TAPIOCA FLOUR.—136 boxes Singapore bought in at 3d. Of 780 bags ditto 80 bags sold at 1 1/2d. Of 467 bags sold Penang 210 bags sold at 1 1/2d. to 1 1/4d., inferior at 1 1/4d.

TIN has continued to rule in buyers' favour. Straits has been sold at £69 10s. to £68 5s. cash. Banca is quoted £72 10s., Billiton £70 per ton.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Last week closed with a steady market, and with a largely increased business in Liverpool further strength has since been added. Considerable offers were put forward, and wherever the low prices of the previous week were accepted a good business resulted, but further transactions of some extent could not be carried out, owing to the advanced prices demanded. Some fair transactions have been effected at a slight advance, but not many buyers will submit to a moderate increase on the prices lately current.

QUOTATIONS.

		s. d.	s. d.
Grey Shirtings	... 38s-39 in.	... 7 lbs.	5 2 1/2 to 7 5 1/2
Do. do.	... 44 45 in.	7 lbs.	6 1 to 8 7
Do. do.	... "	8 lbs.	6 9 1/2 to 8 3 1/2
Do. do.	... "	9 lbs.	6 10 to 8 8 1/2
Do. do.	... 50 in.	10 lbs.	7 10 1/2 to 9 8 1/2
Grey T-Cloths	... 32 in.	6 lbs.	4 9 1/2 to 10 8 1/2
Do. do.	... "	7 lbs.	4 9 1/2 to 11 11 1/2
Do. do. (Mexicans)	... 36 in.	8 lbs.	5 2 1/2 to 6 9 1/2
Do. do.	... 38 in.	8 lbs.	5 2 1/2 to 7 9 1/2
Madapolams	... 32 in.	9 lbs. 8 oz.	2 11 1/2 to 3 6 11 1/2
Grey Jacquets	... 39 in.	2 lb. 1 oz.	2 17 32 to 3 6 17 32
Grey Drills	... 30 in.	14 lbs.	8 6 1/2 to 11 3 1/2
Grey Jeans	... 30 in.	8 lbs.	6 8 1/2 to 8 5 1/2
White Spot Shirtings	... 36 in.		9 9
Brocade	do. ...	36 in.	10 0
Damasks	... 36 in.		17 5 1/2
Water Twist (China quality)	16-24		0 9 1/2 to 0 10 1/2
Do. do. do. do. ...	36-38		0 10 1/2 to 0 11 1/2
Do. (Mock) ...	38-43		0 10 1/2 to 0 11 1/2

WOOLLEN GOODS.—LONDON QUOTATIONS.

		s. d.
HH Long Ells	... 33	0 per piece Scarlet
HH Spanish Stripes	... 2	9 yard
HH Camlets	... 61	0 piece
SS Lastings (6 red)	... 50	0 Black
H Do. (5 red)	... 44	6 Black
HH China Figures	... 18	6 Black
H Do. do.	... 15	6 Black
LL Do. do.	... 14	9 Black

METALS.

IRON.—Welsh: Rails, £5 10s. to £5 15s.; Bars, £6; Staffordshire Beat: Bars, £7 10s. to £8; Nail Rods, £7 10s. to £8; Hoops, £8 5s. to £9 15s.; Sheets, £9 10s. to £12; Scotch Pig, No. 1, £2 14s. to £3 4s.; Swedes, Bars, Hammered, £11 to £12; Swedes, Steel in kegs, £1 and £1 10s., £16 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 7d. to 7½d.; Sheathing and Rods, 7d. to 7½d. per lb.

TIN.—English Refined, £7 5s. Tin Plates: Charcoal IC, per box, 22s. 6d. to 28s.; Coke, 18s. to 22s.

LEAD.—WB, £22; do., other brands, £20 15s. to £21; Spanish soft, ex ship, £20 10s.; Sheet, £22; Shot (kegs extra), £24 10s. to £24 15s.; White do., £28.

SPELTER.—Silesian, £20 5s.

QUICKSILVER.—In bottles of 75 lbs. each, £7 5s.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 30	Jessie Gilbert	Blandford	Rangoon	Sunderland
30	Celebes (s.)	—	Batavia	Texel
30	Princes Amalia	Timmerman	Java	Nieuwe Diep
31	Laurens Koster	Bax	Singapore	London
1	Mandalay (s.)	Wilson	Rangoon	Liverpool
1	Venezuela	Kronecke	Santow	Falmouth
1	Ericsson	Thatche	Ilo Ilo	New York
1	Anton Gunther	Kuhn	Rangoon	Brake
2	Emmanuel	Augor	Sourabaya	Falmouth
2	Carrie Castle	Dodds	Java	Greenock
2	Staffy	Burns	Rangoon	Dr.
2	Fidio D.	Tambuicio	Do.	Falmouth
2	Malleville	Harlow	Do., for Bremen	Queenstown
3	Zwartz	Szautke	Do.	Liverpool
3	Mary	Pyl	Banjoewangie	Brouwershaven
4	Velice	Ferraro	Rangoon, for Schiedam	Falmouth
4	Riflemen	Bishop	Singapore	London
4	Cutwater	Cleelman	Hong Kong	New York
4	Noord Zee Kanaal	Bron	Sanaring, for Amsterdam	Off Needles
6	Armidia	Werner	Manila	Falmouth
6	Londore	Anderson	Maulvista	Do.
6	Princess of Wales	Griffiths	Bassein	Do.
6	Ernesto Parodi	Bonifacio	Rangoon	Do.
6	Emanuele Minetto	Riviera	Do.	Do.
6	Cassiope	Withers	Do.	Liverpool
7	Carl Ritter	Larsen	Manila	London

DEPARTURES.

Date.	Ship.	Captain.	To	From
May 17	Samos	Bryant	Hong Kong	San Francisco
22	Ellsworth	Smith	Anjer	New York
23	Valiant	Nickerson	Batavia	San Francisco
26	Olustee	Nickerson	Anjer	New York
30	Wylo	Brown	Shanghai	London
31	C. R. Bishop	Warnock	Hong Kong	Falmouth
31	Clunrum	Shrewsbury	Do.	Penarth
31	Herman	—	Singapore	Do.
31	Tecumseh	Bennett	Do.	Cardiff
31	Sapphire	Congdon	Do.	Penarth
31	Lobo	Tait	Sunderland	Do.
31	Maria and Elizabeth	Bonjer	Batavia	Flushing
June 1	Ashmore	Simpson	Pemung, &c.	Glasgow
2	Lake Leman	Clark	Singapore	London
2	Marco Polo	Jager	Hong Kong	Hamburg
3	Kosmopoliot III	Dieniske	Batavia	Brouwershaven
4	Melbrek	Pierce	Hong Kong	London
4	Faugh-a-Ballagh	Ruse	Do.	Do.
4	Heriuann	Husack	Tientsin (from Antw.)	Deal
4	Walborg	Hansen	Anjer	Cardiff
4	Alice Reed	Kilough	Do.	Do.
4	Nola	McIntyre	Singapore	Liverpool
4	Noach V.	—	Batavia, for Rotterdam	Isle of Wight
6	Rhuddlan Castle	Richards	Hong Kong	Cuxhaven
6	Atholl (s.)	Thompson	Penang, &c.	London

See Shipping Postscript and Correspondents' Letters.

PASSED SUEZ CANAL.

Date.	Steamer.	From	To
June 1	Lorne	London	China
1	Atlanta	Hamburg	Do.
1	Hampton	Rotterdam	Batavia
2	Glenfalloch	London	China
5	Voorwarts	Nieuwe Diep	Batavia

SPOKEN

ST. GEORGE., Cardiff to Anjer, April 25, 3 N., 26 W.
GESINA BRONS, Amoy to Falmouth, April 23, 94 days out.
J. N. W. C. (Dutch barque), Cardiff to Anjer, April 30, 4 N., 24 W.
HEDWIGE, Bassein to Falmouth, May 3, 6 N., 90 E.
BARQUE MAUD, Rangoon to Falmouth, May 15, 75 days out.
ZEPHIR, Rotterdam to Macassar, May 6, 7 N., 25 W.
ANNA, Cardiff to Singapore, May 24, 48 N., 9 W.
KINDERDYK, Java to Amsterdam, April 30, 35 S., 20 E.
STAGHOUND, Liverpool to Hong Kong, May 23, 28 N., 20 W.
CANOPUS, Rangoon to Falmouth, May 7, 22 S., 9 E.
ARGO, Rangoon to Hamburg, May 4, 28 S., 4 E.
PERSIA, Bassein to Falmouth, April 6, 32 S., 36 E.
BALGOWINE, Hong Kong to Falmouth, April 30, 17 S., 3 W.
ARES, Rangoon to Holland, April 6, 27 S., 48 E.
MARY A. DIXON, Swatow to Falmouth, April 29, off Cape of Good Hope.
LILIAN MORRIS, Rangoon to Falmouth, April 6, 23 S., 62 E.

JHDF (American barq.), Cardiff to Hong Kong, April 15, 23 S., 29 W.

FRED. P. LITCHFIELD, Cardiff to Hong Kong.

NELLY, Macassar to Amsterdam, April 12, 12 S., 8 W.

CASUALTIES.

ST. HELENA.—May 14, the Florence Nightingale, arrived here from Foo-chow-foo, bound to London, reports having encountered a terrific gale on the 22nd April, whilst off the Cape of Good Hope, and lost lower topsails, staysails, &c.

BREST.—June 4, the Leonie (French ship), Richards, from Glasgow to the Philippine Islands, with iron and coal, put into these roads yesterday, leaky, and with wheel broken, and a sailor washed overboard by a sea.

MISCELLANEOUS.

NAPLES.—June 3, sailed, Prins Hendrik (str.), from Batavia, for Nieuwe Diep.

MALTA. June 2, sailed, Quarta (str.), from Illo Illo, for Liverpool.

ST. HELENA.—Arrived and sailed, May 2, Pallas, from Takao, for Boston; 5, Florence Nightingale, from Foo-chow-foo, for London; 9, Noah IV. and Noah III., both from Batavia, for Rotterdam; 10, Clementine, from Java; 12, Yvonne and Marie, from Akyab; 13, Emily A. Davies, from Cheribon; all for Falmouth; 15, President Traknen, from Tjilatjap, for Plymouth. Passed, April 29, Francis B. Fay, from Java, for —; 5, England's Glory, from Hong Kong, for London; Sierra Madrona, from Rangoon, for Liverpool; 9, Antje, from Penang; Jumna, from Japan, both for London; 14, M. A. Dixon, from Swatow, for Falmouth; Parthenope, from Rangoon, for Liverpool; 15, Blanche Maud, from Rangoon, for Falmouth.

LOADING.

AT LONDON.—STREAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenroy. For Penang, Singapore, Hong Kong, and Shanghai: Cassandra. For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Burnese.

SAILING VESSELS.—For Yokohama and Hiogo: Evelyn, Bertha Marion. For Shanghai: Leander. For Hong Kong: Elmstone, Lord of the Isles, Felix Mendelssohn. For Batavia, &c.: Indien. For Singapore: Selim. For Penang: Celeno.

AT LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Stentor (str.), Nestor (s.). For Manila: Trinidad, Granger. For Anjer: Ellen Munroe. For Singapore: Kalliope.

AT GLASGOW.—For Shanghai: Hopewell. For Singapore: Ulva.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Rates for steamers and sailing ships on the berth remain firm. There is nothing doing in homeward chartering.

PER STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 45s. meat. To Hiogo: 50s. weight, 50s. meat. To Nagasaki: 60s. weight, 65s. meat. To Shanghai: 45s. weight, 40s. meat. To Hankow: 60s. weight, 60s. meat. To Hong Kong: 45s. weight, 40s. meat. To Singapore: 45s. weight, 35s. meat. To Penang: 45s. weight, 35s. meat. To Colombo: 30s. weight or meat. To Batavia: 60s. meat. To Samarang: 70s. meat. To Sourabaya: 70s. meat.

PER SAILING VESSELS.—To Yokohama: 30s. weight, 30s. meat. To Hiogo: 30s. weight or meat. To Shanghai: 25s. weight, 20s. meat. To Hong Kong: 25s. weight, 20s. meat. To Singapore: 22s. 6d. weight, 20s. meat. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meat. To Colombo: 25s. weight, 22s. 6d. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Yokohama: £30. To Shanghai: £30. To Hong Kong: £25. To Bangkok: 25s. To Singapore: £22. To Penang: £23. To Colombo: £20. To Galle: £18. To Batavia and Sourabaya: £22.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 35s. To Shanghai: 32s. 6d. To Hong Kong: 27s. 6d. To Manila: 25s. To Singapore: 22s. 6d. To Penang, 22s. To Colombo: 22s. To Galle: 20s. To Batavia and Sourabaya: 22s. To Macassar: 20s.

From Birkenhead, per ton.—To Hong Kong: 22s. 6d. To Shanghai: 25s. To Singapore: 19s. To Batavia and Sourabaya: 18s. To Galle: 18s.

GENERAL SHIPPING NEWS.

THE CLYDE SHIPWRIGHTS' STRIKE.—A settlement of the lock-out on the Clyde seems further off than ever, as the men in the upper reaches of the river show no disposition to meet the masters in their pacific efforts. The shipwrights at Greenock, numbering 500, who have been agitating for a rise of a penny per hour, have also come out on strike. The men who have been locked out state that they will not return to work till a higher rate is paid, so that matters are becoming very serious.

The Board of Trade inquiry into the stranding of the steamer City of Venice, of Glasgow, on the North Rock, county Down, on April 17, has been concluded at Belfast. The Court attributed the stranding to an error of judgment, arising from the defective state of the light on board the South Rock lightship, and they returned Captain Barrie his certificate.

THE GLASGOW, PARTICK, AND WHITEINCH BRANCHES OF THE BOILERMAKERS AND IRON SHIPBUILDERS OF GREAT BRITAIN AND IRELAND HAVE RESOLVED TO INSIST UPON AN ADVANCE OF TEN PER CENT. ON THEIR WAGES.

SEVERAL hundred workmen are engaged on the new harbour works at Calais, and the excavation is proceeding rapidly. Large quantities of materials have also arrived.

BROMFORD IRON WORKS, WEST BROMWICH, STAFFORDSHIRE, MAY, 1877.

CAUTION.—It having come to our knowledge that Sales of Nail Rods in China, and quoted in the Printed Circulars (Price Currents), have been made under "Lie Dawes," we hereby Certify we make only the well-known Brand of

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This INVALUABLE REMEDY produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium.

Diseases in which it is found eminently useful—Cholera, Dysentery, Diarrhoea, Colic, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramps, Hysteria, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chl'orodyne.—See *Laurel*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India reports (Dec. 1865) that in nearly every case of Cholera in which Dr. J. Collis Browne's Chlorodyne was administered the patient recovered.

Extract from *Medical Times*, Jan. 12, 1866.—"Chlorodyne is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not supply a want and fill a place."

Extract from the General Board of Health, London, as to its efficacy in Cholera.—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

Beware of spurious and dangerous compounds sold as CHLORODYNE, from which frequent fatal results have followed.

See leading article, *Pharmaceutical Journal*, Aug. 1, 1869, which states that Dr. J. Collis Browne was the Inventor of Chlorodyne, that it is always right to use his preparation when Chlorodyne is ordered.

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None genuine without the word "Dr. J. Collis Browne" on the Government stamp. Overwhelming medical testimony accompanies each bottle.

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Subscriptions for 1877 should be sent in early, as may not be possible later to obtain complete files.

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The Committee is happy to have as the present Head Master the Rev. Edward Waite, M.A., a gentleman of high literary qualifications, while Mrs. Waite is a true mother to the boys. There is an efficient staff of masters assisting Mr. Waite, and every confidence is felt that such an education is being given as will afford entire satisfaction both to the parents and the subscribers. The Institution is wholly *sectarian* in its character. The total number of boys received since 1852 is 307. Of these 176 were the sons of missionaries of the London Missionary Society; Baptist, 76; Presbyterian, 23 Wesleyan, Episcopalian, and others, 23.

The School is not intended for merely secular instruction; the spiritual interests of the boys are carefully attended to; they are diligently instructed in the truths of Holy Scripture, their conduct constantly watched over, and the whole of their school life pervaded by Christian influence. The Committee are aware that the character of education in general has been much improved in recent years, and being anxious not to fall behind any similar institution, have tested the progress of the boys periodically by Cambridge University Examiners and otherwise, with very satisfactory results. They desire to stimulate the diligence of the boys by offering for competition at least one scholarship—or by what shall be equivalent to a scholar p. Some of the lads show excellent capacities, which would justify the highest opportunities of culture.

The terms on which pupils were originally received were £15 per annum. The charge is now £18, which, considering the increased cost of provisions, &c., barely equal to the £15 of former times.

The Committee respectfully and urgently solicit the annual assistance of all friends who are able to help the Institution by their contributions. They cordially thank the liberal contributors to the Special Fund above referred to, and beg again to remind them and other friends of the School that it is entirely dependent upon the payments of the parents, and upon voluntary subscriptions, there being no endowment of any kind, or any other source of income, with the exception of an Annual Donation from the executors of a deceased friend to whom, however, there is no legal claim.

Subscriptions received by Dr. Mallens, London Missionary Society; Rev. Joseph Beazley, 13, Paragon, Blackheath; A. H. Bateman, Esq., Devonshire House, Blackheath, S.E.; or by the Agents of this Paper at the ports of the Far East.

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Hong Kong	Felix Menzelsohn	3-3rd LL.I.	S.W.I.	With des.
Yokohama & Hiogo	Evelyn	Al 13 yr.	S.W.I.	With des.

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Glenartney	100 Al	2,106	330	To follow
Glenearn	100 Al	2,129	330	To follow
Glenlyon	100 Al	2,119	275	To follow
Glenfinlas	100 Al	2,120	330	To follow
State of Louisiana	100 Al	1,869	240	To follow
Glenville	100 Al	1,676	300	To follow
Glenorchy	100 Al	2,788	400	To follow
Glenfalloch	100 Al	2,126	275	To follow
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Shanghai	Abney Twin	A 100	792	To follow	London
Shanghai	Ed. Barrow	3-LL.I.	958	Sailed	Antwerp
Shanghai	A Clipper Ship	A 1	—	To follow	Antwerp
Portland (Oregon) & Honolulu	Hertfordshire	AA1	855	With des.	Liverpl.
Portland (Oregon) & Honolulu	Vale of	AA1	697	To follow	Liverpl.
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976	Wright Bros. & Co.	June —
699	Wright Bros. & Co.	June 20
2,800	McGregor, Gow, & Co.	July 14

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Nestor, s.s. | Alfred Holt | June 25

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Printed for the Proprietors by WOODFALL and KENDEE, Milk-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 79, Gracechurch-street, E.C., in the parish of All Hallows, in the City of London.—Monday, June 11, 1877.